



messing about in BOATS

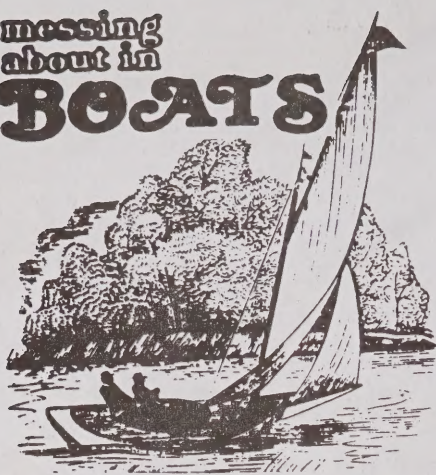
Volume 14 - Number 24

May 1, 1997

1013.305
M585
Special Features This Issue
"Frame Up in Essex" - "Electric Cruising"
"Bahama Mama" - "Have Wayfarer... Will Travel"



messing about in BOATS



Published twice a month, 24 times a year. U.S. subscription price is \$24 for 24 issues. Canadian and overseas subscription price is \$36 U.S. funds drawn on a U.S. bank or by International Postal Money Order.

Address is 29 Burley St., Wenham, MA 01984-1943. Telephone is (508) 774-0906, 8:00-5:00 weekdays, no machine.

Editor and Publisher is Bob Hicks.

Production and subscription fulfillment by Office Support Services.

Volume 14 - Number 24
May 1, 1997

In Our Next Issue...

I'll bring news of "The Maine Boatbuilders' Show"; Hans Waecker reports on "Cliff Island's Children's Boat Race"; and Vera England muses about "Urbanna in the Spring".

As part of the fallout from this issue, Freida Fenn has a photo essay on "Another Look at Bowron Lakes"; Marilyn Vogel tells about "Canoe Sailing in All Weather"; Bunny Fernald suspects that "The Tides Are Getting Higher"; and Barry Donahue then brings us two related items, "Winter on the Water" and "A Father's Sea Diary for a Daughter".

Chris Stickney presents his "Lawton Tender Replica"; Robb White reminisces about his years of "Boatbuilding in Georgia"; Baird Fortson offers his unique concept in "The Idea of a Ship"; and Greg Grundtisch reveals the real story of "The First Time Boatbuilder".

Adam Zielinski has a line of OB powered camper-cruisers to show us in "The Vagrant 20"; and Phil Bolger extracts "Balanced Lugs" from his book *100 Small Boat Rigs*.

On the Cover...

Earlier this year when schooner historian Dana Story saw the sight on our cover this issue on the site of what was once his family's Story Shipyard in Essex, Massachusetts, he was overheard to remark something like, "A vessel in frame...I thought I'd seen the last of them!" The story of why he hadn't seen the last of them is featured in this issue.

Commentary...

Our cover story in this issue is about yet another effort at replicating a wooden boat from the good old days. It's all happening scarcely a dozen miles from me so I get to look in on this project often, usually about once a week. Knowing the key people in the project adds much enthusiasm to my personal interest. The *Thomas E. Lannon* is a 65' schooner, the largest wooden farm vessel to be built in Essex, Massachusetts since the late '40's. As it is happening in the very heart of where the former Gloucesterman fishing schooner industry was located, this particular dream project has attracted especially widespread area interest.

I've gone on from time to time about the merits and demerits of these attempts to recapture the past, dwelling on the manner in which the various dreams are attempted. In sum I haven't been a real enthusiast for most attempted restorations and replications because I saw in them too many things I could not personally endorse. This one happens to be one I can get really enthused about.

So what's so different? It has a lot going for it, but the number one aspect that I admire and respect is that Tom Ellis, whose dream this is, is paying for it himself. He sold his business and borrowed more to pour into his dream. He has a business plan for the finished boat to earn its keep and pay back the investment. His hand isn't out asking others to fund his personal dream boat.

I also admire and respect his attention to historical authenticity. He has named the vessel after his grandfather, who fished out of Gloucester over the first two decades of the century. The schooner is being built the way they were 100 years ago, plank on frame, traditionally fastened. The building crew are all on the payroll, building the schooner for hire. The master boatbuilder, 29 year old Harold Burnham, is the latest in a line of Burnhams who have built boats right on the spot in Essex since 1650. Harold's helpers are drawn from amongst the local North Shore wooden boat diehards who have, in one way or another, persevered at the boatbuilding trade in whatever way they could, building and repairing wooden boats of any size that came to hand.

The schooner is being built from timber harvested from area forests, from land conservation organizations like the Essex County Greenbelt and the Trustees of Reservations, who also saw the merits in this project. Construction is going on at the site of the former Story Shipyard, from where Arthur D. Story launched hundreds of fishing schooners and other wooden vessels of his era in the heyday of the Grand Banks schooners of the Gloucester fishing industry. The site is now owned by the Essex Shipbuilding Museum, repository of all the memorabilia of Essex's shipbuilding past it can acquire. Building the *Lannon* there is a "living museum" in action.

Ellis plans to charter the *Lannon* from Gloucester on outings focussed on Gloucester's past history of fishing.

The outings, short two hour harbor cruises or longer (next year) overnight cruises, will include demonstrations of fishing as it was once practiced in Gloucester. He will be providing from his privately owned and funded base an historical experience similar to that the more ambitious *Adventure* effort is in the process of achieving funded by grants and donations and volunteer efforts.

So maybe you can see why this particular "recapture the past" dream boat has attracted my enthusiastic interest. Other such efforts must have similar backgrounds, at least in part, I assume, but too many have been dreamed up on the basis of getting someone else to pay for them up front, and suffered from conspicuous lack of historical authenticity in construction.

Talking to Harold Burnham about what this all means is when I really feel the value of this project. Harold has been determined from his youth to keep wooden shipbuilding going in Essex. He's not alone, Brad Story carries it on successfully in town as a commercial business, another current generation from a famous line of Essex shipbuilders. Brad was the first to be approached to build the *Lannon* but prior commitments would not permit him to meet the tight timetable Ellis is working within.

So Tom turned to Harold, who has had to find his opportunities where he could. The advent of young children had caused Harold to give up his career in the merchant marine as that work kept him away from home and family for months at a time. Undaunted, he turned again to boatbuilding and now he has the biggest challenge ever. Tom Ellis' faith in his ability to carry out the job has invested Harold's arrival at this apex of his dream of shipbuilding with major responsibility, and now the youthful builder is immersed in the work sixteen hours a day, seven days a week.

With the June launching date looming and so much yet to be done, Harold said to me with his wry smile, "I always wanted to launch my first schooner by the time I was 30. I hope I'm going to make it." Then he turned away and strode off to the pile of rough sawn planks to pick out the next he'd be needing to hang on the *Thomas E. Lannon*...

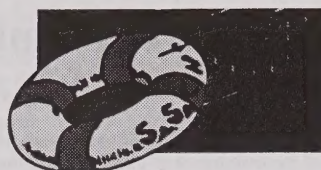
Tom Ellis was asked in a major *Boston Globe* article, "Why a wooden vessel?" He was quoted in response as saying, "I'm trying to spend the rest of my life rejoicing in the gift of life. The schooner is a joy but it's also a business."

When this schooner slips into the Essex River in June it will be an historic occasion for this community and intangibles of much real value will be riding with it down the ways for many people. I will be there to chronicle the occasion for these pages and to pay my respects to these dedicated true believers in the value of the past and its natural ways, who are achieving their recognition of this with their own wherewithal and efforts.

Have you been to an marine event lately, a boat parade, a regatta, an after dark fireworks display across the water, an offshore swim race, a Blessing of the Fleet ceremony or the making of a movie that has on-water scenes? Chances are that the Coast Guard Auxiliary was involved, though probably not noticed. They are there to make the event just a little bit safer and run a little more smoothly.

My boat, *Auxiliary 551*, is annually involved in all of these events. The season begins with the Blessing of the Fleet. The dignitaries are now always on an Auxiliary vessel after the experience of a year ago when they were on a Coast Guard 41-foot utility boat that received an emergency call in the middle of the ceremony. The hurried transfer of "very important people," clergy in flowing vestments, public officials in best bib and tucker and attractive ladies in high heels from the UTB to an Auxiliary boat was, to say the least, "undignified." (The Auxiliary skipper was extremely unhappy about the high heels.)

Generally the next events are personal watercraft races, then swimming races. Later in the year the Auxiliary is called on to provide vessels for a two-day "Riverfest" with sculling and raft races and fireworks at night. The year ends with the Thanksgiving weekend Holiday Regatta, a parade of some 35 lighted boats of all sizes.



Small Boat SAFETY

Regattas, Etc.

By Tom Shaw, U.S.C.G.A.

For all of these events we are asked to "close the area to traffic," and there is always one boater who wants to challenge the shutdown, which is why the Auxiliary, who have no law enforcement powers, always work with one regular Coast Guard unit which does.

Most of the time this is very pleasant duty, though I confess that I do not like going 14 miles down the Cape Fear River and through an unlighted side channel on a pitch black moonless night to get back to my marina.

The most unpredictable duty, and the one that is called with the least planning time, is

working with the film companies. Wilmington, N.C. is a significant hub for movie and TV industry. The last thing they want is a cruising sailing vessel or a local fisherman getting in the camera's eye, so the Auxiliary "closes the area" (briefly) to all vessel traffic.

Strange things happen. During the filming of an on-water scene for *Matlock* a year or so ago, I was waiting at the dock for our next "closing of the area" when I heard my name on a bull horn. It turned out that the script called for a minister to bless the participants in a swim race and the local man had not turned up. Somebody on the production team knew I was a retired clergyman and so, with about 30 seconds notice and no script to follow, I was "on camera." I never saw that episode, but friends tell me it was a "creditable" performance. I suspect they are damning with faint praise.

When an Auxiliarist leaves the dock "on orders," he never know what will happen. Chances are it will be a totally routine safety patrol, but it might be a Search and Rescue mission, towing a disabled boat to a dock, pulling an exhausted swimmer from the water or offering an extemporaneous prayer on national television.

Want to join the fun? Contact your nearest Coast Guard Auxiliary flotilla. We will put you to work.

"The Old Ed Stories"

By Eric P. Russell



Navigating by Taste

The lead line or sounding line is one of the oldest navigation instruments in the world. All it is is a weight on the end of a measured line. It gets thrown over the side and the leadman announces the depth of water overside at the time. Many a vessel has brought herself home with just this simple tool and a chart.

Once I sailed with a captain who knew the entire seaboard so well that he could lo-

cate himself anywhere on the Atlantic coast just by tasting a sample of the bottom brought up in the arming tallow of the lead. The time I sailed with him he became sick as we were coming home from the Caribbean. We were approaching New York and I went below to advise him of this. He looked at me and said, "Ed, you are a good man. Please go on deck and take a sample of the bottom. Then report back to me."

When I came back to him, I reported that there had been small grey pebbles in the tallow. "Are you sure they were not pink pebbles?" he asked. I had to allow that they might have been. "Very well, hold course on north northeast for two hours and bring me the next sample." I did so and brought him another sample, which he checked and then, looking at me sharp, he inquired whether I had not held a little easting into the course I had followed. I had to admit to that.

After commending me for my caution in closing the land, he told me to steer exactly northwest for one half hour, then turn to dead north. Having done so, I was to continue on for 15 minutes and bring him another sample. I did so, but instead of sampling the bottom, I touched the lead into the flower box he carried on deck. When I brought him this, he tasted the sample, looked at me and said, "Apparently conditions have changed. You carried your course a few minutes too long before your turn to the northerly course. I regret to inform you that Staten Island has sunk and you've sailed directly over my wife's compost heap."



By-The-Sea

The Internet Journal For Boats & Boating

Plans & Kits	Boat Builders	Magazines
Sailmakers	Oars & Paddles	Events
Chandleries	Boats For Sale	Schools

VISIT US AT: <http://www.by-the-sea.com>

Tel: 617-576-7606 | On The WORLD WIDE WEB | Fax: 617-576-6495



Maine Canoe Symposium

June 6 - 8, 1997

Winona Camps • Moose Pond • Bridgton, Maine

Registration is only \$55 before May 1st

For information please contact:

Jerry Kocher, 41 Leighton Road, Wellesley, MA 02181

Telephone 617/237-1956 Email Jerry-Kocher@msn.com

Web Site <http://www.mcs.gen.me.us>

ANTIQUE & CLASSIC BOATING

Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Rensen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 241-1980.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsby Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

CONTEMPORARY YACHTING

Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n. of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 225-0640.

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.
The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.

Activities & Events Organizers '97...

A new year is here and even though winter will be with many of us for several more months we can start to think about what we might want to be doing when our season gets going.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426, (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.
Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (508) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.

Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (203) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038, (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (617) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RRI Box 457, Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.
New England Beetle Cat Boat Assoc., c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670.
San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142.
West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
Hulbert Outdoor Center, RRI Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.
Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.

Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.
 Merrimack River Watershed Council, Lawrence, MA, (508) 681-5777.
 New England Downriver Championship Series, (203) 871-8362.
 Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857, (401) 647-2293.
 Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.
 Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226, (718) 241-3683.
 Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.
 Beaufort Oars, P.O. Box 941, Beaufort, NC 28516, (919) 728-3156.
 Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.
 Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333, (508) 378-2301.
 Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475, (860) 388-2343, (860) 388-2007.
 Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036, (212) 564-5412.
 Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.
 Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906, (401) 272-1838.
 New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.
 Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middleton, MA 01948, (508) 774-1507.
 Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984, (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907, (508) 282-4580.
 United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention.

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.
 Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.
 Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111, (619) 569-5277.
 Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940, (401) 729-6130.
 New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.
 Steamboating, Rt. 1 Box 262, Midlebourne, WV 26149-9748, (304) 386-4434.
 Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906, (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753, (908) 270-6786.

Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109, (206) 382-2628.
 Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575, (860) 388-2007, (860) 388-2007.
 Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
 Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
 Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948, (516) 298-4512.
 Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034, (503) 636-7344.
 Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685, (410) 586-1893.
 Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314, (703) 549-6746 eves.
 Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065, (408) 476-2325.
 South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210, (609) 861-0018.
 Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.
 Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME, (207) 445-3004.
 Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862, (508) 663-3103.
 Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901, (215) 348-9433.
 TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127, (616) 429-5487.
 Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234, (410) 254-7957.
 Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102, (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.
 Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
 Noank Wooden Boat Association, P.O. Box 9506, Noank, CT 06340.
 S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938, (508) 356-3065.
 Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.
 World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841, (207) 596-6456.
 Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900, (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.
 Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.
 Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
 Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685, (616) 946-2647.
 Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.
 The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

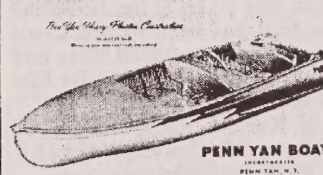
PENN YAN OWNER'S INTERNATIONAL

PRESENTS

HOME

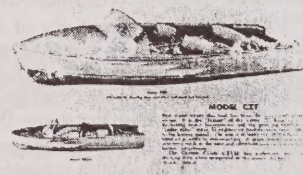
AGAIN

'97



FEATURE BOAT: PENN YAN SWIFT

OUTBOARD BOAT & MOTOR DISPLAYS (AOMC)
 MARINE FLEA MARKET
 FACTORY TOURS
 PEOPLES CHOICE AWARD
 ANTIQUE BOATING SEMINARS
 GALA RECEPTION
 EXPLORE THE LAKE TOUR
 TECH SUPPORT BOOTH "ASK ED"
 IN SUPPORT OF THE AMERICAN MUSEUM OF BOAT & MARINE HISTORY



JUNE 20, 21 & 22, 1997

DISPLAY PARTICIPATION SOLICITED

FOR FURTHER INFORMATION AND REGISTRATION

PHONE (315) 536-7735

FAX (315) 536-0107

E-MAIL PENNYAN@VIVANET.COM

OR WRITE

PYOI HOME AGAIN '97

PENN YAN MARINE MFG

PO BOX 676

PENN YAN, NEW YORK 14527

You write to us about...

Your Projects...

Selling Saw Blades by Mail!

How does an old salt like me get into selling saw blades by mail? When *Messing About in Boats* ran the story of my "\$200 Sailboat", Bob Simmons, messabout organizer in Idaho, wrote me he did not argue with my recommendation to buy inexpensive power tools and suggested:

"One blade is way beyond all others. That's the Matsushita thin kerf Combi carbide-7 1/4"D, 1/16" kerf, 36 teeth. In five summers of carpentering, I'm on blades #2 (every day work) and #3 (fine work). #1 found a steel rod in a cue stick. Not only does the blade make a very narrow cut, it is also exceptionally free-running. Used prudently it will not heat and wobble or dull. Perhaps as important, it puts a very light load on the saw."

Bob referred me to "Mac" McCarthy of Feather Canoes, Sarasota, FL, who told me the blades were really great but hard to find, and he had gotten his from Simmons in Idaho. I set out to find the blades. The only Matsushita in *Thomas' Register* is the TV and electronics outfit, but Panasonic Tools is one of their divisions. "Mac" later told me he had contacted the Japanese embassy, who told him the name is about as common as Smith is in the U.S.

I had Bob Simmons buy me a blade. He got my letter on a Saturday morning and hot-footed it to the lumber yard and the post office before noon so that priority mail got the blade to me the following Monday. The blade was everything Bob and "Mac" had said plus it crosscut the 1/16" poplar veneer I use for making models without tearing it.

I wrote the lumber yard where Bob bought the blade and asked their source. They referred me to the importer in Oregon. I called them and asked if they had a dealer near me. They had none within 500 miles, so I asked if anyone sold them by mail order? Not to their knowledge. They don't sell at retail, so I asked about ordering some to sell by mail order. They couldn't sell to me unless I was a "registered business in NC".

I contacted the Secretary of State's office to find out how to become an official business. After I told them what kind of business, it turned out all I had to do was to get a sales tax number for a one time fee of \$15 at the local Dept. of Revenue office and then file quarterly sales tax reports.

That got me started and I ordered my first inventory. I price the blades at the manufacturer's retail price, but I throw in shipping by priority mail. I hate to buy something and have to add \$4.95 or something for shipping. L. L. Bean prices delivered, so I am in prestigious company. Priority mail almost always gets the blades anywhere in the U.S. in two days and the shipping containers are free from the postal service.

Blades are available from 3-3/8" to 18" diameter to fit any saw, but I am only stocking the 7-1/4" combination blade because it has the thinnest kerf and is the best value at \$26. It works great in my electric hand saw and cuts almost 2" deep in my table saw. I'll be glad to order any special blade size.

I wish I'd had the blade in my table saw in September. After 63 years of using a table saw without injury I did something stupid and ripped my left index finger down the middle for about 1-1/2". The nice lady doctor at the "doc-in-a-box" and I had a great conversation while she sewed me up. The finger is 90% as good as it was, but it wouldn't be so pointy if it had had only a 1/16" kerf taken out.

"Mac" gave the blades and me a good writeup in his *Wee Lassie* newsletter and I am advertising in *Messing About in Boats* (see under "Supplies" in back of this issue). Peter Spectre picked up "Mac's" reviews in his latest column in *WoodenBoat*. Sales have been steady and I am confident that the product is excellent. It's a nice quiet retirement business. Smooth Sawing!

Dave Carnell, Nutmeg Marine, 322 Pages Creek Dr., Wilmington, NC 28405 USA.

"Alaska" Afloat

Here is a photo of an "Alaska" built by Jeff Saar, ship's carpenter at the San Diego Maritime Museum. You ran an article on my 18' beach cruiser design, "Alaska" in the August 1, 1995 issue.

The photo was taken at the launching last fall. The boat has been named *Least Tern* in honour of an endangered shore bird in California. The photo was taken by Kim Blackford of San Diego.

Donald H. Kurylko Yacht Design, 317 Gore St. Nelson, BC Canada V1L 5B8, (250) 352-2750, dkurylko@netidea.com

Cape Charles Coming Along

My Cape Charles kayak is coming along well. The hull went together very quickly and, as with any boat, the details are now taking up my time. I installed the rudder and footbrace system, placed a couple of extra deck beams and bulkheads, and decked the boat.

All this was done in the dead of winter in the basement workshop. The tight space created only one problem. The stem is off a little since I could not walk around to sight it. The keel is straight so I'll hopefully be okay, but I just might end up rebuilding the bow section. Hmmm.

I really overbuilt the seams with two layers of West System biaxial fiberglass tape. I had been wanting to try it and this was a good application. I'm now sanding and fairing the sides. I bought a Bosch 5" variable speed orbital sander to supplement the wonderful Ryobi belt sander and the equally wonderful Porter Cable 1/4 sheet random orbit sander I already have. The Bosch is great, the boat is looking smoother all the time!

Lenny Lipton, Bethel, CT.

Your Needs...

Selecting the "Right" Boat

I would like to build a flat bottom skiff and need some help in selecting the "right boat".

The purpose of the boat is for rowing only, in protected waters (small to medium size lakes in Minnesota), for 1-3 passengers (usually 2). Rowing would be limited to general pleasure rowing or fishing. Excursions would be limited to less than 2 hours of rowing. Typical uses might be a mother taking her child or two children on a leisurely morning fishing trip/picnic, or an elderly couple (60's) taking a short evening excursion.

Based on this purpose, here are my general requirements:

- Excellent initial stability (not 'tippy').
- Excellent rowing performance.
- Easy to maintain (uncluttered interior).
- Length: 13-15'; weight 120-140lbs.
- Glued lapstrake plywood construction.

A traditional "salty" look, 3-4 planks per side.

I like the Susan and the Yankee Tender, but feel that these boats are too small. Pete Culler's Good Little Skiff seems to be a better fit. Are there other choices that you would recommend or that I should consider?

This boat may be built on a limited production basis.

Bob Cramer, 3060 Lake Sarah Rd., Maple Plain, MN 55359.

How Many Cycles?

Reader Smiley Shields notes in the January 15th issue that epoxy has two "failure modes". This article caused me to remember something that I had pushed to the back of my mind in my enthusiasm for using epoxy. Years ago I had read J.E. Gordon's book *The New Science of Strong Materials*.

Some of his views caused me to wonder if perhaps reader Dave Carnell would be interested in making up some samples of his epoxy butt joints (or lap fillets) and placing



them in a freezer for one day, then in a humid bathroom for a day, then back into the freezer etc. to see how many cycles they would survive.

I consider Mr. Carnell's articles and letters to be outstanding examples of lucid, cumulative, exposition.

J.S. Marks, Livingston, TX.

Stolen Skiff

I am writing in hopes that one of your readers will be able to help me to locate a used dory skiff to replace the one stolen from my mooring last Fall in Fire Island, New York.

My family had grown to love our 16' long by 6' wide "Stratford Dory", which rowed nicely but also featured a square transom to carry the outboard motor essential to fishing expeditions and long sightseeing forays.

We now want to purchase a similar boat, ie, wooden or wood-look fiberglass, suitable for rowing or motoring on Great South Bay and between 5-1/2' and 6' wide (to accommodate the 10' hand-made oars that went with the original).

Although we reside in Manhattan and Long Island, New York, we will travel some distance for the right boat, as it just won't be summer without it!

I may be reached by phone at (212) 586-3355 (during working hours), (212) 744-5473 (weeknights) and by mail at the address below. All leads or suggestions are welcome. Thank you in advance for your help.

Deborah Prevete, 509 East 73rd Street Apt. 21, New York, NY 10021.

Sliding Seat & Track

I am looking for a sliding seat and track to fit into my Stonington Pulling Boat. I plan to assemble the components myself. Can anyone recommend a source?

Brian Flynn, 545 Nod Hill Rd., Wilton, CT 06897.

Whatever Happened to Dirigo?

Going through some back issues of *Atlantic Coastal Kayaker*, I came across reference to the Dirigo kayak. Does anyone know what happened to them? Does anyone still make it? It used to be made in Blue Hill, Maine but was later manufactured in the midwest somewhere.

It handled rough water better than anything I have paddled so far. My experience was in a borrowed boat off Bar Harbor when the wind was howling and the waves were getting pretty big.

A boat like the Dirigo would be at home in these waters near Capetown, South Africa, where I am now at work.

Dale Jacobs, CABGOC, P.O. Box 5169, San Ramon, CA 94583-5169.

We Buy Canoes

Wood/Canvas * Wood/Fiberglass

Birchbark

Any Condition * Highest Prices Paid

Howard's (508) 768-7282

This Magazine...

Good Response

We have had good response to our ad in your magazine and all who have contacted us have been knowledgeable interesting people. I think I have made some good friends from our ad. Only thing is, they're just like us, love boats and ain't got no money!

Robb White, Robb White & Sons, Boatbuilders Since 1961, P.O. Box 561, Thomasville, GA 31799.

Very Informative

I saw your magazine for the first time last fall while visiting St. Michaels, Maryland.

I restore old wooden boats and found the articles very informative.

David Willard, Austin, TX.

At Last

At last a magazine as I had always hoped for. I think your aims and ideals are spot on. Here in Ireland we have an amazing system of rivers and canals but very few do-it-yourself small boaters. The magazines are a couple of glossies from the UK.

Please be sure to start my subscription with the February 1st issue as I can't wait to see Philip Bolger's "Camper".

I look forward to being in touch (albeit distant) with like minded people.

Michael Peace, Mountshannon -East, Labasheeda, Co. Clare, Ireland.

What More Can One Ask?

Yours is a nifty little magazine, unusual, down to earth, entertaining and informative. What more could one ask?

Neil Carrigan, Burgess, VA.

Weekly Publication!

I love your magazine, it's a pleasure to read and look at. Keep up the good work and don't change it at all...unless you decide to publish every week!

Bruce Waddell, Mercer Island, WA.

Your Activities...

Old Ironsides & The US Navy: 200 Years In Scale Models Competition

The purpose of this scale model competition is to celebrate the 200th anniversary of *USS Constitution's* 1797 launch and the development of the United States Navy. The model show is open to models of all American naval vessels during *Constitution's* career (1797 to the present), but models of other vessels relating directly to *Constitution's* history will be eligible for special prizes. Interpretive models of *USS Constitution* reflecting her various configurations or constructed in cut-away views are also desired.

With the ship herself restored and available to the public in her 1812 configuration, the *USS Constitution* Museum wishes to explore other views of "Old Ironsides". The competition is open to completed models built to scale by individual modelers, professional or amateur, of all ages. There is an entry fee of \$10 for each model. Competitors must deliver their models to the *USS Constitution* Museum between May 27 and June 15, 1997.

Award-winning models and other selected entries will be exhibited as space allows at the *USS Constitution* Museum between July 3 and November 1, 1997.

Questions concerning the 1997 Scale Ship Model Competition & Exhibition can be directed in writing to: Margherita M. Desy, Associate Curator, *USS Constitution* Museum, P.O. Box 1812, Boston, MA 02129. Telephone inquiries will be taken during regular business hours: 9am to 5pm, Monday through Friday; please ask for Margherita Desy.


**ON DISPLAY
LOTS OF
OWNED**



**INDOORS
PRE-
SAILBOATS**

COMPAC 16'-19'-23'
PRECISION 15'-16.5'-18'-21'-23'
SUNFISH - ZUMA - POINT JUDE
FERNALD'S MARINE
On the River Parker
Rt. 1A, Newbury, MA 01951
(508) 465-0312

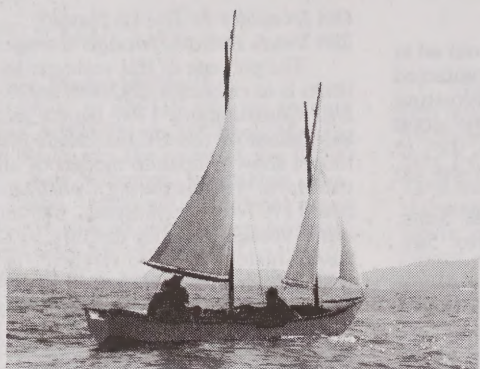
MYSTIC RIVER



BOATHOUSE

ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAAS AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION
55 Spicer Ave. Noank, CT 06340
(203) 536-6930

NOT FOR EVERYONE!



LUCY

22'-7" x 6'-0" x 1'-11"

- **COMFORTABLE** – Roomy daysailer accommodates four adults with comfort and style.
- **TRAILERABLE** – Light weight, compact size allows her to go over the road with ease.



PENGUIN BOAT SHOP, INC.

Thomas Wells, Prop.

Westerly Marina, Ossining, NY 10562

Office: 210 Marble Avenue

Pleasantville, NY 10570

914-769-0798 fax 914-769-7469

WHO'S STICKING WITH

Admiral Marine Alden Yachts
Antonio Dias Boat Designer

MAS EPOXIES

Cascade Yachts Freedom Yachts
Chesapeake Light Craft, Inc.
Sam Devlin - Devlin Designing Boatworks
Independence Seaport Museum of Phila.
John Guzzwell - Guzzwell Yachts
Newfound Woodworks, Inc.
Joe Norton - Norton Boatworks
Ocean Yachts Woodsong Canoes
Woodenboat School of Brooklin, Me.

TO FIND OUT WHY

1-888-MAS-EPOXY (627-3769)

WWW.MASEPOXIES.COM

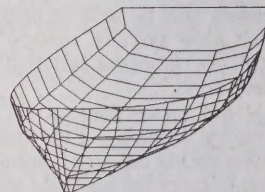
PLYBOATS® 2.01

Software for the design of small boats

NOW WITH METRIC

At Any Time Change Dimensional Units To:
METRIC, DECIMAL INCHES OR FEET-INCH-8ths

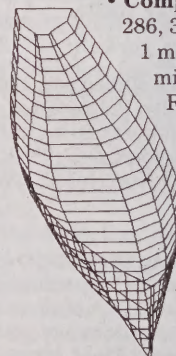
- **Draftsman's spline curves**
- **Sheer, 2 chines and keel**
- **Design up to 100 feet length**
(30.5 meters)
- **Graphic views (10)**
- **Painted views (4)**
- **Bulkhead dimensions at any location**
- **Instant calculations of:**
Displacement
Center of buoyancy
Prismatic coefficient
Block coefficient, etc.
Displacement curve of areas
Righting moment
Righting arm
Centroids of submerged sections
Wetted area
Surface area of hull
Lateral area
Center of lateral area
- **Prints out:**
Table of offsets
All graphics
Plywood layout graphic
Plywood layout offsets
Table of design inputs
- **Printer support:**
Laser or ink jet
Epson or IBM
Proprinter dot matrix
- **Sail rig design:**
Sail graphic
Jib + two masts
20 sail types
Bowsprit



Center of effort of each sail
Center of effort of sail group
Lead of sail vs. lateral area
Table of sail design

- **CAD export:** (use for cabins, decks, etc.)
.DXF file 2D hull
.DXF file 3D hull
.DXF file plywood
.DXF file sailplan
- **Modeling:**
Scale up or down .01 to 10X
In model scale do:
Table of offsets
All .DXF files
Plywood layout
Bulkheads

- **Compatibility:**
286, 386, 486, Pentium
1 megabyte RAM
minimum
Runs in DOS
No co-processor
needed
1.44 meg hard
disk space
minimum
VGA monitor
preferred



- **PLUS A 116 PAGE MANUAL THAT EXPLAINS IT ALL**
- **DISK INCLUDES OVER 80 DESIGN EXAMPLE DATA FILES**

CREDIT CARDS ACCEPTED:



PLYBOATS® 2.01: \$145.00 • UPGRADES: 2.0 TO 2.01
\$5.00 • UPGRADE 1.0 TO 2.01 \$40.00 PLUS S&H
S&H: U.S. \$5.50, CANADA \$8.00, OTHERS \$12.00
(CA residents include tax)

RAY CLARK ENTERPRISES

5861 Woodboro Drive
Huntington Beach, CA 92649
VOICE (714) 840-7284
FAX (714) 840-7284

We were due to leave on Sunday, so I stayed close to the ship. After breakfast I noticed a familiar figure on the *Matthew*. Not familiar for having seen him before, but because of photos. I inquired if he was the famous Don Street and he corrected me, admitting to being the infamous D.S. We had had considerable correspondence some years ago about gig racing. I asked his opinion about taking *Limpet* across the channel and he said simply "Don't." Well, if I need an excuse to back out, that's pretty official.

We left about 1300 and everybody had sail up for show but motoring for lack of wind. Unfortunately, it was so foggy that one couldn't see much from shore. Once clear of the island, we came on the wind and then, when clear of the Bay, had a reach through the night. A lee bunk and a moderate sea made for a pleasant rest.

Next day we got word of an imminent gale, so made for Kinsale where we tied up about five. I headed for a small fort across the harbor as there wasn't time to make the big one down toward the entrance. Topping the hill on the way back I got a fright, a square-rigger well out from the quay. A second look revealed her to be the *Rose*.

Before tying up, the *Rose* had dropped an anchor to windward. As I arrived back at the quay, they were winding it up to lay it further out. It's done by hand, which is a splendid bit of realism.

One of her paid crew was on board the *Anna* that night and we had a good gam since I was the only one who could really speak English and knew the U.S. boating scene. He invited us aboard the *Rose* but the deck watch wouldn't have it, so we settled for a batch of Sam Adams, of which the *Rose* carries a good stock.

Now, while we are snuggled up here in Kinsale waiting on the weather, might be a good time to get acquainted with the *Anna*. I have been aboard about three weeks now and have things pretty well sorted out.

A Summer Abroad - 3

The Anna

By Jim Thayer

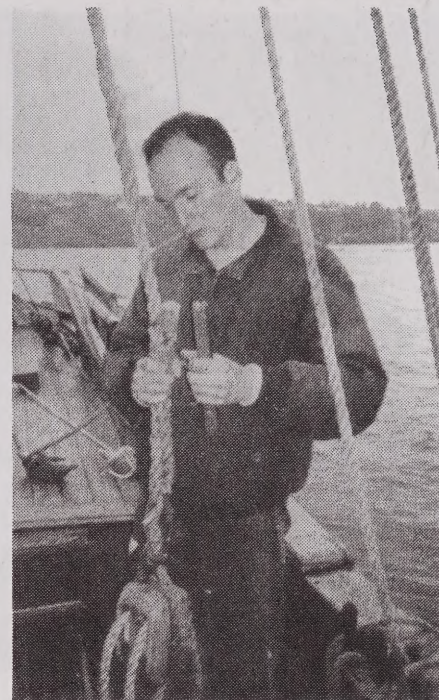
To the surprise of most visitors, who take her to be about 100 years old, she is only two. She was built in the lake district northeast of St. Petersburg, an area the mate extols with great enthusiasm. Her construction would seem to be traditional but the deck beams, catheads, bitts and some other parts are laminated. We had one cleat come right apart down the center, and the bitts are looking a little frayed on top.

She is tight as a drum except everything in our closet gets wet when the mate hoses down the deck. The engine is a good-sized Volvo. She is 60 ft. on deck with a long bowsprit, which causes trouble from time to time.

She has a standard schooner rig with a yard on the foremast. All the line, except the mainsheet and the dock lines, is manila. It's easy on the hands but sheds like an old dog and stops up the scupper screens.

Steering is with a tiller at least 15 feet long which about halfway bears on a bronze arc fastened to the deck. It takes a good shove to move it and, under power, it tends to stay where you put it. When maneuvering in close quarters, the captain leaves it and goes to the rail to see how he is doing. With any wind in the sails, one holds it with a line belayed to the rail. At the rudderhead the thing is at least 6" x 8", but still there is a spare lashed to the rail.

She's a fine looking ship, yellow and black with a nice bare-breasted figurehead and a very ornate transom. On her poster, which we sell in port, with all sail set she's a brave sight. Unfortunately, she is not a sharp sailer and on anything above a broad reach the Volvo is doing the work. In my opinion, they keep her strapped in too tight, which provides plenty of heel but not much push.



Jean Marc whipping a strop on a block.

There are four in the crew, divided into two watches which stand six on and six off. This allows them to change off on the helm as well as navigate and make tea.

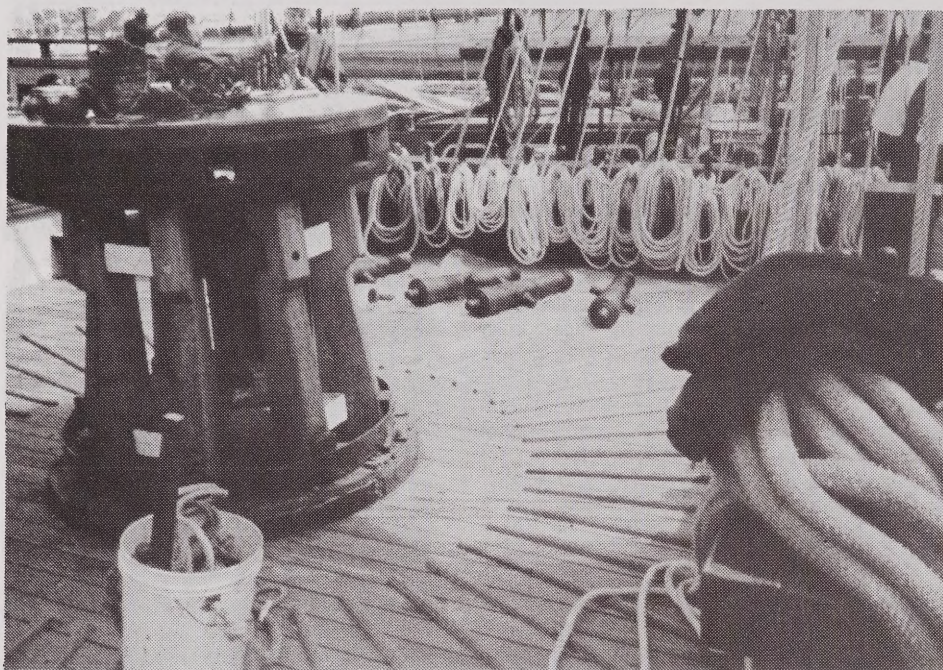
Sasha, the Russian captain, looks to be the youngest of the lot and, from my vantage point, a mere boy. I expect all the crew are between 25 and 30. Vadim, the mate, is a big good-looking fellow, good natured and helpful as well. When coming alongside or other close work, the captain has the helm and Vadim ranges up and down the deck spouting a loud and steady stream of Russian, apparently advice. The captain seldom says anything and

We set sail for show.



Anna doing her thing. Note horizontal capstan.





Capstan with traction treads on the *Rose*.

The *Rose* laying out anchor at Kinsale.

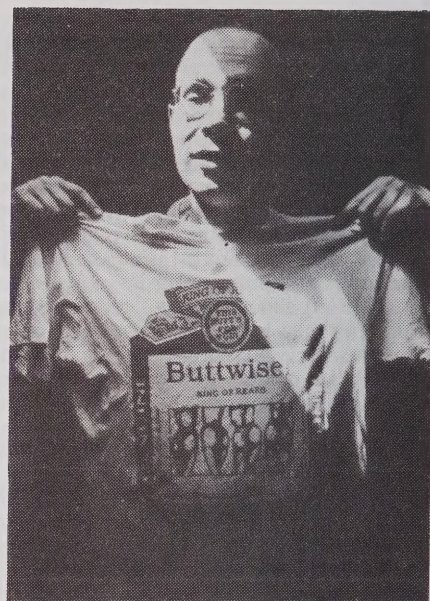


never raised his voice the whole trip although, off watch, he is often jovial. In the best Russian tradition, they are both fond of the juice, but only when tied up. How they consistently get aboard from some of the quays we lay to is a mystery.

The other two crew are French who got to know the *Anna* when she lay the winter in DZ. Jean Marc, my roommate, is a gung-ho sailor who has a thing for wooden boats. He is the one who goes aloft when the square sail is set. He has spent six months in Vail waiting tables, so we have something in common. He is apparently quite a ladie's man and on occasion has need of a whole cabin so Didier winds up with me. Didier was some kind of civil servant who signed on as sort of a lark.

Claudine, a nominal crew member, is Vadim's girlfriend. She is a photographer who has been to Russia, has a very fine camera and is, she assures me, a true artiste. I don't think much of her portfolio, but what do I know? Vadim would rather spend time with the boys, or maybe other girls, so she has spent some long-faced evenings with me. She gives me some help with my French Reader's Digest. She is adamant that French frogs do not have long tongues attached at the front of their mouths. She does most of the cooking, although Jean Marc has done some outstanding meals.

Potatoes are a staple and peeling a group effort. Meat runs heavily to chicken with some pork and, too often, some miserable canned



Didier avec souvenir.

hot dogs. The only vegetables to appear are those ghastly peas and carrots beloved of the English. There is ample bread, butter, jam, fruit and tea. I would rate the food and preparation very good and I often eat heartily. However, between my rather delicate appetite at sea and a great deal of walking ashore I have lost 15 pounds, 10 of which has been nagging me for years.

The *Anna* is a popular gathering place because of her amiable complement and large saloon. The *Mad Fal* crew are regulars and Sylvie, a good-looking life-of-the-party French gal is aboard as soon as we tie up. She is every man's buddy and I got some kisses and extra attention when she discovered that my Spanish was better than my French.

Sylvie is crew on a sharp looking blue, almost teal, French fishing boat with a short gaff rig. Her captain, I guess he's the captain, is a rheumy-eyed fat fellow and I can't follow a word he says beyond bonjour.

Another special friend is *Petit Lande*, a very elegant and immaculate black schooner. There is argument over just what *Petit Lande* means but I gather it is an area of short scrub or special fortes of some kind. Strange name for a boat. Her handsome captain and crew in faded red smocks are the epitome of Breton yachtsmen.

I really don't understand the *raison d'être* behind the *Anna*. The owner is a Russian woman, a well-to-do (obviously) wine merchant in Moscow. I guess she meets the basic expenses but the captain is on the lookout for paying passengers to help meet the diesel and food expense. This is done on the QT, by word of mouth, because of regulations I suppose. Some boats advertise for crew but then charge for the ride. A few of the larger boats advertise for passengers at exorbitant prices.

Whenever we are in port the poster board is hung in the rigging along with a welcome aboard sign. A small keg with a coin slot is set up and we are in business. The suggested donation and the price of the poster is based on a nice hefty local coin.

The big problem is getting the visitors aboard, especially in places without a tide lock. Babies and small children can just be handed down and the crew is eager to help the girls,

but matrons in high heels can be a challenge. In England and Ireland I met many interesting people while showing the boat. Come France the conversations will be a little stilted but good fun and valuable practice.

There is a very basic brochure aboard that indicates a plan to charter the *Anna*. There is talk of going to the Med for the winter, but there is a problem for a Russian built boat in the EC because if she stays on she must pay a ruinous VAT. She got special dispensation to spend the winter in France. In any case I'll be interested to follow her career.

To be sure, it was an incredible stroke of luck to sail aboard a boat such as the *Anna*, especially during something as rare as the Bristol 96 to Brest 96 cruise. I trust I shan't be too much of a bore when people inquire what I've been up to lately.



KP duty aboard the *Anna*.

WAKE YOUR SPIRIT. ROW AN ALDEN!

FREE CATALOG
1-800-626-1535

ALDEN OCEAN SHELLS
ROWING EXPERTS FOR OVER 25 YEARS
Box 368, Eliot, ME 03903 • <http://www.rowonline.com/alden/>

SOLID COMFORT BOATS

Sailing Cruising Canoes
Sea Touring Kayaks
Anglers' Sampans

HUGH HORTON SMALL BOATS
29474 Old North River Road
Mt Clemens MI 48045
810 468-6456

PRECISION

New 15' Ballast Keel
15' C.B.
16-1/2' B.K.
18' - 21' 23'

FERNALD'S
Rt. 1A, Newbury, MA 0-1951
(508) 465-0312

ADIRONDACK GUIDE BOAT

Steve Kaulback, Master Boatbuilder, offering wooden guideboats (13-19'), Kevlar or fiberglass guideboats (15feet), Ultra-light pack boats, (10-12feet). Oars, paddles, seats and hardware. Workshops and restorations. Wood boat kits and supplies. Call or write for information on prices, show and class schedule. Shop visits welcome, call ahead.

P.O. Box 144
Charlotte, Vermont
05445
(802) 425-3926

Burt's Canoes

Traditional Wood/Canvas Canoes

BURTLIBBY Rt. 1, Box 1090
(207) 268-4802 Litchfield, ME 04350

**COLUMBIA
TRADING
COMPANY**

NAUTICAL BOOKS
New, Used Free Catalog
& Out-of-Print Subscription

(508) 778-2929
FAX (508) 778-2922 Major Credit Cards
1 Barnstable Road, Hyannis
Cape Cod, MA 02601 U.S.A.

FIBERGLASS REPLICA CLASSIC SAILBOATS

<h3 style="text-align: center;">RAINBOW</h3> <p>12' Cape Cod Catboat</p> <p>LOA - 12'4" Beam - 6'2" SA - 100sf Displ. 440lbs</p>	<p>Construction</p> <p>Fiberglass Hull & Deck Varnished Oak Trim Bronze Hardware Wooden Spars</p> <p>NEW! Compass</p> <p>CLASSIC CAT 14' Classic Half-Decked Catboat Dealer Inquiries Invited</p>	<h3 style="text-align: center;">BAYBIRD</h3> <p>18' Gaff Sloop</p> <p>LOA 18'0" Beam - 5'6" SA - 145sf LWL- 16' Draft 0'8"</p>
--	---	--

COMPASS CLASSIC YACHTS, INC.
Box 143, S. Orleans, MA 02662 * (508) 255-5187, (508) 240-1032
(Shop @ 80 Rayber Rd., Orleans, MA)



Electric boats are not just for cocktails and serene outings on the lake. These quiet, easy running boats, if properly designed, can travel at sailboat speeds and cover 70 to 80 miles per day.

On Tuesday, July 18, Dot and I embarked from Fort Myers, FL. in the Ray Electric Explorer to demonstrate the advantages of electric boat cruising. We would cross Florida via the Okeechobee Waterway in two days to demonstrate speed and range. Then we would head south at a more leisurely pace on the Intracoastal to the Yachting Capital of The World, Fort Lauderdale.

After interviews with WINK and WBBH TV, we departed Fort Myers at 8:20 AM. We arrived at Roland Martin's Marina in Clewiston at 8:50 PM. It took a bit longer than expected to travel the 70 miles and lock through three locks because the sun refused to shine, so we got little help from our solar panels. We slept aboard, charged the batteries and left at 10:15 the next morning. We easily made 56 miles the next day to Stuart, keeping pace in 3-ft. following seas with a sailboat while crossing Lake Okeechobee. We arrived at North Palm Beach Marina at 5:00 PM Thursday, checked into the motel and met the next day with WPECTV of West Palm Beach. We departed at 2:33 PM for points south, arrived at Waters Edge Marina, Boynton Beach at 6:00 PM, ate at Two Georges and slept aboard.

We departed the next morning at 7:36 AM and arrived at Bahia Mar Marina, Fort Lauderdale at 12:30 PM on Saturday, July 22. That afternoon we enjoyed the beach, then on Sunday explored the New River, a good place to see all kinds of interesting boats, many of them built there. We tied up and strolled along the River Walk, which is still under development and not too interesting yet.

On Monday we were interviewed by Jim Flannery of *Soundings* magazine and then headed north. Three marinas and charges later (plus a one-and-a-half-hour side trip on the Loxahatchee River) we arrived back at Roland Martin's at noon on July 27. We had arranged

Electric Cruising

By Morton Ray

to meet Ms. Anne Deuschle at this time and place via cellular phone. Ms. Deuschle, editor of the *Clewiston News*, is a most interesting boating lady whose accomplishments include sailing across the Pacific.

We continued on to La Belle for the night, departed at 8:20 the next morning, negotiated Franklin Lock, stopped for a late lunch at Waterbabies and arrived back at Fort Myers at 3:00 PM on July 28. We spent 72.2 hours traveling on the water, not counting time in locks and side trips, covering a total of 435 miles averaging 6.02 mph. Best daily average was 6.8 mph.

We found that for relaxing, sightseeing and photography, this kind of cruising can't be beat. At the end of the day one is not tired from motor roar and the alertness required by high speed travel on small waterways. You have the satisfaction of knowing you are not polluting the water or disturbing the ecology or other boats with your wake. "No wake" zones are no problem.

Another advantage of electric cruising is fuel economy. It appears that for now a free cruising electricity grid exists if you are willing to pay the dockage fees. However, if usage increases a significant degree, marinas will undoubtedly have to start charging for electricity. Cost should be minimal because electricity is cheap and electric boats don't use much power anyway. Our boat with its 12 batteries requires about the same electric power for charging as a 35-footer would consume for air conditioning and other amenities. Recharging requires 12 hours.

If you have the necessary range to make it to the next marina, you can cruise indefinitely. The Explorer is equipped with solar panels atop the canopy, which are capable of increasing range about 30% or increasing speed without loss of range. Solar can also

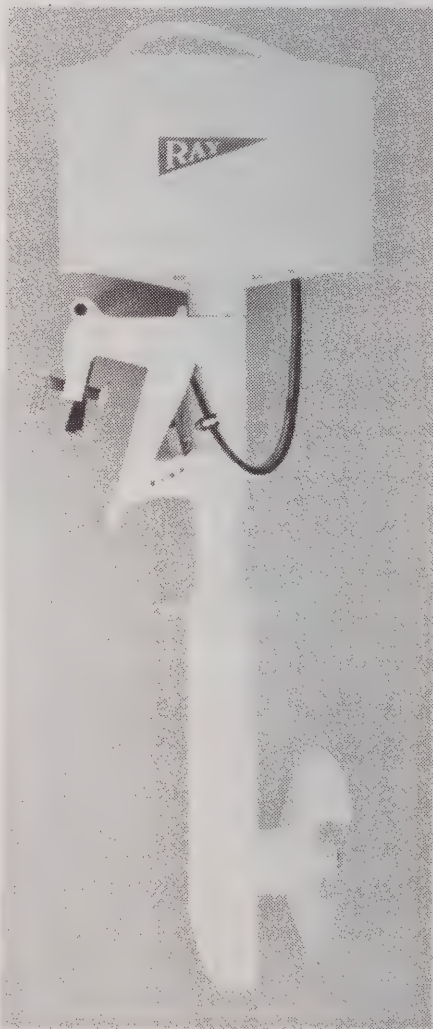
propel the boat at 3 mph if batteries are discharged.

Normally we cruised at just over 6 mph at 25 amps (48 volts) which the batteries can produce for 11 hours without solar boost. Six mph is just below "hull speed," the maximum speed for good efficiency. Top speed is 8 mph at 80 amps with running time of only 2.75 hours. As you speed up, range decreases significantly.

An efficient hull is essential. Here the Explorer excels, but it is in no way new or unique in this respect. In fact, efficient displacement hulls superseded modern planing hulls and were king up until around 1920, when the advent of cheap high power engines began to make planing hulls practical.

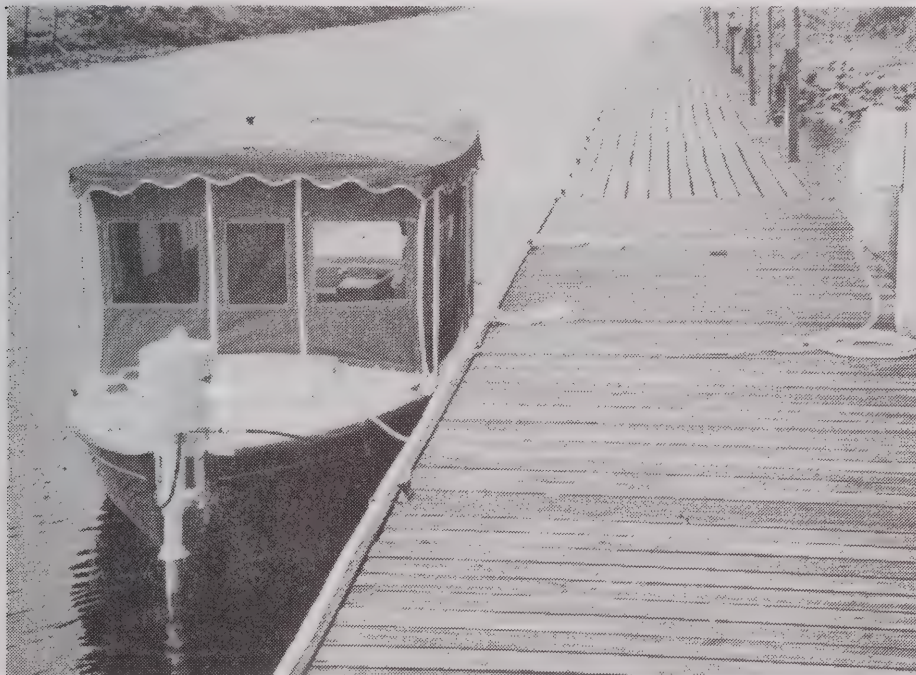
Knowing the ropes: It's essential to plan ahead and know where you are going to stay the night, that it is within your range and that usable electrical outlets are available. A cellular phone makes calling ahead to marinas very convenient. You must be able to use different types of electrical outlets. Some small marinas have only 15 amp outlets. We stayed at one marina that had only 30 and 50 amp outlets. Your electrical connections must be secure to prevent accidental disconnection during the night.

We slept aboard only four nights, taking advantage of available lodging on other nights. The Explorer's 21 x 5.5 feet provide less than desirable room for overnighting. However, it does have a battery powered refrigerator and a portable john with privacy screen.



We followed our float plan exactly and accomplished everything we set out to do, not just with ease but with exuberant pleasure. We are ready to go again, but perhaps on different waters.

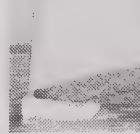
What's next? We hope to see others enjoying electric cruising. To that end we may produce a 32-footer with cabin, cruising at 8 mph.



New from Compass Classic Yachts

14' CLASSIC CAT

Good looks *
Easy handling *
Speed *
Versatility *
Forgiveness *
LOA 14' *
Beam 7' *
Draft 10" *



* Seats
* Cockpit room
* Comfort
* Stability
* Low Maintenance
* Affordable price
* SA 130 sq ft
* Displacement 600#

Fiberglass construction * Varnished wood trim



DEALER INQUIRIES INVITED

Compass Classic Yachts, Inc.,
Box 143, South Orleans, MA 02662
Shop 80 Rayber Rd. Orleans, MA
(508) 255-5187, (508) 240-1032



Largest Selection of Canoes In New England

Nearly 500 on display

OLD TOWN - ALUMACRAFT

ALLAGASH - RADISON

MERRIMACK - MANSFIELD

Prices like the good old days

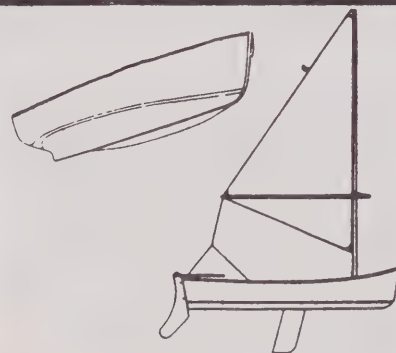
FERNALD'S

On the River Parker

Rt. 1A, Newbury, MA 01951

(508) 465-0312

KITTERY POINT TENDER



10' x 48" Handlaid Fiberglass Hull

Traditional Looking Yacht Tender

Specifically Designed for Ease of
Rowing & Minimum Drag When
Towing

Two Rowing Stations

Row & Sail Models

BAY of MAINE BOATS

Gooch's Beach P.O. Box 631

Kennebunkport, ME 004046

(207) 967-4461

This story really begins in Denver, Co. in 1988. My husband, Jim, and I had taken to sailing a friend's 18' Hobie Cat during the very short Colorado sailing season. We were at Chatfield Reservoir south of Denver, waiting to launch, when a beautiful wooden dinghy alongside the dock caught our eye. We watched as her owner easily rigged her sails, tossed in his gear for the day and started a small Seagull fitted to her transom. We talked briefly with him and watched enviously as he deftly maneuvered his boat between the "drastic plastic" monstrosities, out of the marina and into open water. She was simple and roomy, but surprisingly fast, and handled the typically gusty Colorado winds with apparent ease. We never saw that boat again, but we kept the name of that sailing dinghy in the back of our minds. It was called a Wayfarer. Little did we know that, a quarter of the way around the world, we would find one for ourselves.

We moved to Brussels, Belgium in 1990. By that time, we were hooked on wooden boats of all types and still looking for a dinghy we could enjoy sailing alone or together. I was a novice sailor and had not had very good experiences with smaller boats. While still in Denver we had sailed a Flying Jr. we thought would be ideal for us to sail together. After the fifth or sixth time it capsized (in one day) I was ready to give it up and move on to something more enjoyable like bungee jumping, alligator wrestling or dodging trucks on the freeway. Needless to say, the FJ didn't make the trip with us to Brussels, and we were still searching for the perfect dinghy to satisfy our needs individually and together.

We took a class at WoodenBoat School in Brooklin, Me. in the summer of 1993. We enjoyed the school so much we stayed the next week and took the same class, Part II. The staff, the atmosphere of fun and access to the beautiful wooden boats made it the best vacation we'd ever had. While there, we came across another wooden Wayfarer! This one was owned by a staff member and was moored in the WoodenBoat marina for us to look at every day. I can't remember why we didn't get a chance to sail it, but we did find out that Wayfarers were a product of England and we returned to Brussels with every intention of finding one.

Jim contacted the U.K. Wayfarer's Association and gathered as much information as possible regarding boats for sale. He attended a "cruising weekend" sponsored by the association to get an idea of the capabilities of the Wayfarer, and came home very impressed and very enthusiastic about the versatility of the design. After poring over lists of used Wayfarers, we finally settled on W275, an old woodie, built in 1961. After making purchase arrangements over the phone and arranging for some prep work on the boat, we took a car ferry to England and bought her. We sailed her on The Broads in Wroxham that afternoon. It was raining and cold and we didn't care in the least! We finally had our Wayfarer!!

Sailing W275 gave us some of the best times we can remember in Belgium. We were only 30 miles from the North Sea coast, the English Channel and the inland seas of the Netherlands. We sailed W275 as often as we could. We made plans to follow the route of the *Dulcibella* of "The Riddle of the Sands" through the Frisian Islands north of The Netherlands and into northern Germany but, before we could follow through with our adven-

Have Wayfarer., Will Travel

By Renee Phoenix

ture, we decided to return to the U.S. There was no question when it came to the fate of W275, she would be shipped to the States and remain in the family.

We returned Denver and lived there for two years. W275, officially christened *Possum* in 1995, is a veteran of mountain lakes in Colorado, Lake McConaughy in Nebraska and several lakes between Houston and Dallas visited after retrieving *Possum* from the ferry terminal in Houston after her Transatlantic crossing. Since returning to the States, she has also sailed Lake Ontario during the Wayfarer World Championships, helmed and crewed by the UK Junior Champs, Sarah Brewer and Rosie Frost.

We moved to the Ohio River Valley last year, landing in Indiana, across the Ohio from Cincinnati. Lake Cumberland in Kentucky and Land Between the Lakes, Tennessee, as well as the local lakes in Indiana, are our new cruising grounds. We have found several fellow cruisers in Michigan, Ohio, and Canada, and are currently considering a summer cruise with this group on the Great Lakes.

The Wayfarer was designed by Ian Proctor in 1957 in response to a request for a seaworthy, comfortable sailboat that could be handled easily by two people. In addition, this little thoroughbred would need to be adequate for racing, family day sailing, sail training and comfortable enough for extended cruising. Out of this set of parameters, Wayfarer No. 1 was born. After many tests in a variety of weather conditions, it became apparent that this would be no ordinary racing/cruising dinghy. The Wayfarer Class was formed in 1958 and has since grown continuously in the UK, the United States, Canada, Scandinavia and elsewhere.

The best known achievements of the cruising Wayfarer can be found in the experiences of Frank and Margaret Dye. This legendary British couple have sailed all around the UK and the world. Frank has sailed their Wayfarer on cruises across the North Sea from Scotland to Norway and across the English Channel, from Britain to the Mediterranean, in the Arabian Gulf, around Florida, through the St. Lawrence Seaway and various long distance cruises in the Great Lakes. The best known of Frank Dye's cruises in W48 *Wanderer* was from Scotland to Iceland across 650 miles of the Atlantic. *Wanderer* is now comfortably retired and displayed in the National Maritime Museum at Greenwich. Margaret Dye shares her experiences and knowledge of wandering afloat in her book *Dinghy Cruising*. Her narratives of single-handed and shared cruises are combined with excellent guidelines for planning short and long cruises.

Sailing schools in Britain use Wayfarers more than any other class of dinghy. Forgiving and well-mannered, the boat quickly builds confidence into beginners. Large sealed compartments give ample buoyancy and the hatches are located so they are out of the water when the boat is capsized or swamped. For day sailing, the Wayfarer can carry up to six

people and gear, while it can also be sailed by only two people in quite heavy winds. With a 6-ft. beam and a double chine hull, the Wayfarer is inherently very stable and very difficult to capsize. Jim and I have had *Possum* right on the ragged edge several times and should have been in "the drink" for our occasional lack of attention to those gusts of Colorado downslope winds. But she has always taken care of us, in four years of sailing her in tricky and gusty conditions we have never capsized. Being the novice in the family, I have gained tremendous confidence in my ability to handle heavier winds because *Possum* is so forgiving of my mistakes. We have a jiffy reefing system on the main sail and have found that a single reef can "de-power" the rig significantly and allow us to cruise safely in most weather conditions.

Other attractive features that make this a fun cruiser include the pivoted mast for ease of handling and shoofing bridges, the retractable rudder and a centerboard for sailing in shallow water and beaching. The large fore and aft buoyancy compartments will accommodate enough gear, clothing and supplies for a week's cruise for two, and there's room on the transom for a small outboard should one want such a thing. Removable floorboards provide a flat, wide area for sleeping and three different boom tent designs are in common use.

A generous sail area, a spinnaker, and a planing hull make the Wayfarer an excellent racing boat. An extensive racing program, both in Canada and the U. S., is available for competitive sailors who are members of the respective Wayfarer associations. The old woodies are still raced regularly and preferred by many keen racers; W88 competed in the 1995 World Championships in Toronto, Canada and placed in the top five finishers!

The original Mark I Wayfarer is built of wood and was designed for construction by professional builders or by amateurs from prefabricated kits. Wayfarers cannot be built from plans; for home-building a kit must be purchased from a licensed dealer. It is still available in wood, unfortunately, there are no longer any licensed builders or kit providers in the U.S. There is one builder in Canada and two builders in England. There are GRP versions of the Mark I and a Mark II Wayfarer (GRP) currently in production with over 8,000 (9,000 by now?) built to date. Updated lists of Wayfarers for sale (wood and GRP) and builders and kit providers can be obtained from the U.S. and Canadian Wayfarer Associations upon request (see addresses below). The older wooden versions can be harder to find, but they are out there and worth the effort to locate.

If you are interested in further information regarding the design, cruising, racing or Wayfarers for sale, here are a few addresses and phone numbers that will help.

U. S. Wayfarer Association, Newsletter/Secretary, Bob Frick, 4765 Crescent Pt., Waterford, MI 48327, 810-682-0782;

Canadian Wayfarer Association, Fred Black, Secretary, 36 Loney Ave., Downsview, Ontario M3L 1E9, 416-247-0841



Adventures with *Possum*. Clockwise from above:

Jim tending *Possum* after we pulled her up on the beach on Lake McConaughy in Nebraska. It's mid-August and we had the place to ourselves.

Prep work before stripping the hull and repainting. We built the surrounding structure for shelter. It became known as "The Church of the Wooden Boat". We were there every Sunday in winter '94.

U.K. Junior Champs Sarah Brewer (right) and Rosie Frost prepare *Possum* for a day of racing at the World Championships in Toronto.

W9239 is a GRP Mark II, while W864 is an old woodie, still racing...



Imagine a sailboat race. Not just any race. A trans-Atlantic race from France to the Caribbean. Singlehanded. Not in one of those ultra expensive, all out racing, ultimate 60 footers. In sailboats only 6.5 meters long! That's just 21' 4" folks! A super sophisticated screamer with 9' beam, water ballast, and dual rudders. Capable of 200 mile days in the trade wind belt. Capable of surfing for up to a minute at a time! Sound unbelievable?

Well, this race has been run every two years since 1977. The race has become a breeding ground for future sailing stars. Names like Peyron, Autissier, Van Den Heede, and Bourgnon all got their start here before going on to participate in races like the BOC, OSTAR, the Vendee Globe, and the Whitbread. A world class event with an international participation, unfortunately not well covered by the American yachting press. You need to pick up the British magazines to catch any decent coverage.

Still this race is important to watch for messing about in boats readers. The Mini Transat participants develop many important innovations which can be passed on to other small boat sailors. Innovations like twin rudders, canting keels, and water ballast, to name a few, can help normal everyday sailors get better performance from their own craft. Or maybe just make their own boats easier to handle when they are out by themselves.

The race was created by British sailor, Bob Salmon, a photo journalist who dreamed of participating in the OSTAR (Observer Singlehanded Trans Atlantic Race) but couldn't afford the cost of the large expensive boats participating in that race. Bob covered the Golden Globe race where singlehanders raced around the globe non stop. After that race he was motivated to

The Mini Transat Full Tilt Offshore in 21'!

By John Smolenski -

participate in the OSTAR. But how could he come up with the monies to compete with, for instance, the monster 236 footer entered for that race by Alain Colas?

The first race in 1977 had few rules. Basically a length limit of 6.5 meters. The first boats were basic production boats or homebuilts. But in later races, water ballast and other innovations were added until recent races now feature boats designed especially for the race. A big change, considering that some of the early racer's modifications involved chopping off a foot or so from the bow to make the LOA fit within the race length requirements.

As boats became more extreme, additional rules were added to limit length of mast and keels and weight of water ballast to make the boats safer. Still, there have been a number of deaths attributed to the race over the years. The organizers (Bob Salmon, after organizing and competing in the first few races, turned over the organization for the 1983 race) have continued to add rules to keep costs lower and make the boats safer. For a few races, double handed crews were allowed.

The racers are known to be helpful to racers with less cash, often helping with set ups and supplies and labor at the different race stop locations. Some racers have little more than their boat and the contents within.

The race originally ran in two legs from Penzance, UK, to the Canaries and then to Antigua in the Caribbean for the finish. The race now starts in Brest, France, thence to the Canaries and on to Martinique. The sec-

ond leg follows the trade wind route where the entries, now evolved into speedy flat bottomed skiffs, make their 200 mile days surfing the swells downwind under mainsail and asymmetrical spinakers. Imagine averaging 8 knots all day long! Or surfing for up to a minute at a time! This is the all-out speed leg of the race.

The first leg seems to be the most dangerous though, the time of year coinciding with the annual fall gales. Here is where the deaths have occurred. Rules requiring minimums in freeboard, righting ability, and availability of storm jibs and a trisail on board have been set to help on this leg. Still, the racers have to expect some rough weather and heavy weather extreme sailing on this leg. The Canary Island stop is spent repairing items smashed or broken during the first leg, as well as reprovisioning for the second leg.

A large yacht follows the fleet helping the organizational staff keep up on race proceedings. In 1995 the competitors included two pairs of fathers competing against their sons. The competitors are mostly French sailors combined with a smattering of sailors from other countries. It is this writer's dream that an increase in American yachting press coverage might spur on an increase in American entries and possibly add a third leg to the US.

There is something extra special about this race. I feel it's the size and relative affordability of the boats. While I could never hope to scratch up the cash to compete in a BOC 60 footer, the more affordable Mini Transat is a more achievable goal. It's also easier to relate to these boats as they aren't that much larger than my own 16 footer. This race is a true adventure and probably an attainable goal for many sailors. Lets see more American coverage...and participation!



Nearly fifty proud and faithful antique and classic Penn Yan boat owner enthusiasts traveled from as far away as Wisconsin and Maryland to attend a weekend celebration on June 1st and 2nd, 1996 held at the original factory facility at Penn Yan, New York.

Tom and Camille Armato, current owner/managers of the Penn Yan Marine Manufacturing Operations welcomed registered participants and the general public to the event. A dedicated duo of volunteer Penn Yan owners, Louis Smith of Pine City, New York and Bruce Hall, of King Ferry, New York, spearheaded the effort to assemble the weekend agenda of activities. A spectacular and well attended Welcome Aboard Party held at the manufacturing facility and hosted by the Penn Yan Boat Company previewed the weekend schedule.

Factory tours of the modern day company were interspersed with demonstrations of hull canvassing and wooden boat building using steam bending methods to portray the evolutionary history of the company. Seminars were conducted throughout the weekend covering a multitude of topics. Subjects ranged from the

Home Again II Penn Yan Boat Company 75th Anniversary

By Bruce Hall

Penn Yan Boat Company history to competitive regional builders.

The Penn Yan product line program conducted by John Vyverberg, started from the early beginning in 1921, and continued through a period of transition to fiberglass boat production in the early 1960's. Mr. Vyverberg's discussions also covered the evolution of construction methods used during this period of time.

Former Production Analyst and Warranty Service Manager, Lynn Brinks, a 28 year Penn Yan Boat employee and Bill Love, long time Penn Yan dealer chaired a forum related to the business aspects of Penn Yan Boat Company. They fielded many detailed questions tendered by the nostalgic crowd in attendance.

Nationally recognized Fay & Bowen Boat Company authority, Jay Higgins,

took time from his busy schedule to attend and provide a fascinating oral and visual display of the Fay & Bowen Boat Company, formerly of nearby Geneva, New York.

A number of other experts on New York Finger Lakes regional boat building companies offered untold information on less known, but equally significant marques of yesteryear. Included were exceptional presentations covering Dundee Boat Company and the Moorehouse Boat Company, both builder competitors active in the golden years of the 1950's, and a myriad of small boat builders of the regional fishing type.

Event coordinators Smith & Hall extended their thanks to the seminar hosts, Penn Yan Manufacturing, and to the classic Penn Yan owners who brought their boats to display at the event. The success of this celebration provided the impetus for "Home Again '97", set for June 20-22, 1997. Inquiries may be directed to Penn Yan Owners International (PYOI), P.O. Box 676, Penn Yan, NY 14527, (315) 536-7755, email: PENNYAN@vivanet.COM



The Bahama Mama

By Gary Clement

Driving by a backwater marina one day, I spotted a sheer line on an old derelict boat that prompted me to stop. Tucked between two sad old wooden cruisers was this wide lapstrake planked sort of homemade-looking 30' skiff with a bowsprit. Hmmm!! The "V" shaped bottom protected by a full length skeg was from a Chesapeake fishing boat. Ahha! Chainplates, two sets, a ketch rig. Strange boat! Looks like it had a centerboard trunk at one time. Nice lines for a hard chined boat. Roomy cockpit. I wouldn't mind taking this over to the Bahamas. "Hey, get off that boat." "OK. OK, I'm going."

I couldn't stay off that boat. The owner of the marina finally gave up chasing me and we made a deal that, as long as I let him know I was on board, he would let me be. I took measurements as best I could, lots of photos

and made a model of it. I sent it all down to Karl Stambaugh, N.A., of Windward Designs. The old boat was 30' x 9' x 3', just about right. Plywood panels bent around bulkheads, good looks, an inexpensive boat to build and sail to the Bahamas was what I wanted and I did not care if it had standing headroom or ocean capabilities. Just get me over there and back inexpensively in comfort and style.

Karl took my "ranting, ravings and other gibberish" and massaged it all into the *Bahama Mama*, an 11,000-pound ocean capable beach cruiser with six-foot standing headroom and two-foot draft. Incredibly, from the waterline up to the crown of the cabintop there is only five standing feet, about as high as the family station wagon. No boxy look and high windage profile there. This baby is low to the ground...uh, water!

The nifty design feature Karl achieved all this with was a bold horizontal stroke of the pen. Imagine the profile of the *Bahama Mama* with a full keel drawn on her bottom. Her shape "V's" up in standard fashion to stern and stern. At this point of development she is a standard hard chined deadrise sailboat design. Lay your straightedge two scaled feet down and parallel to the boat's waterline. Draw a line across the keel and remove everything below the line. Just get rid of it. It's all gone. What's left is a football-shaped flat bottom 4' wide x 16' long, plywood dimensions, four sheets of 3/4" glued up with staggered seams.

Place four bulkheads on this bottom and start bending your bilge panels onto the boat. This is fast construction. Place in a few smaller bulkheads fore and aft and you're ready to pour in the 5500 pounds of concrete/steel/lead (whatever you find) ballast in the first five inches of the bilge area. No lead keel forms to build. No keel bolts. No bolting on a 5000-pound keel after the boat is built. No nothing. Remember, we cut it off with the stroke of a pen. Neat!

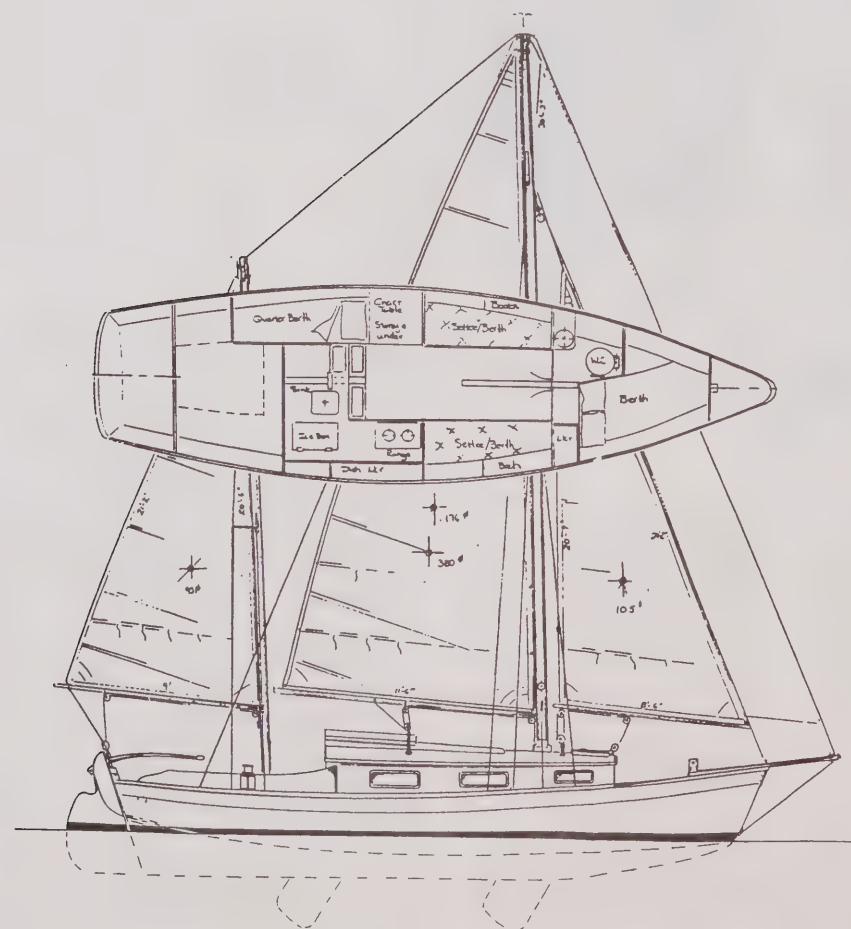
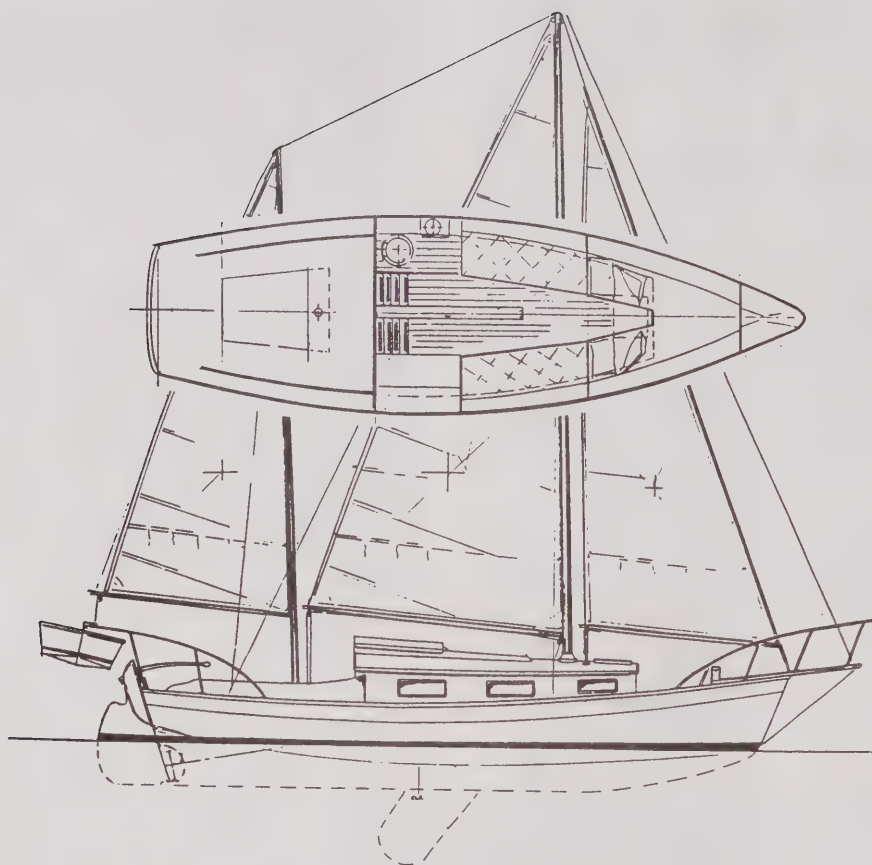
The flat bottom forms the first of two epoxy/fiberglass chines where the bottom of the bilge panels meet the football-shaped sides. The top of the bilge panels where they meet the side panels forms the second chine. The *Bahama Mama* is a multi-chined hull shape. Except for a couple of inches at the stern, the chines are hidden below the waterline. The boat will sit upright on the beach when the tide drops, on a trailer over the winter next to your barn and low to the ground on a strongback during construction so half your time is not spent running up and down a 12' ladder trying to finish her up.

I have always said the boat can be completed in a year of full-time work. This equates out to about 2000 man-hours. You don't need to jam every conceivable gadget onboard either. Keep it simple, keep the costs down, get the boat finished and go cruising, hopefully without "selling the farm." That's the big mistake I made in 1969. I spent one year cruising in the Bahamas, came back broke, sold the boat and had to start all over again. This concept is meant to eliminate those problems.

Down below there are two layouts to choose from. One is straight forward with the head and galley aft separated by the a table high centerboard trunk. Going forward there are settees port and starboard and staterooms in the forepeak. The other layout puts the head forward with a smaller stateroom next to it, two settees are port and starboard going aft, the galley starboard and a chart table/quarter berth arrangement to port, a more serious cruising arrangement. The settees are just 6 feet long. If you need more room, the boat can be stretched to around 32' by adding a few inches at each bulkhead station.

There are three variations of the *Bahama Mama* to build depending on your cruising style. The original single centerboard design, the twin centerboard and the full keel version offer different trade-offs. The centerboard trunk does, as usual, intrude into the living area, but it makes a nice purchase for cooking in a seaway and keeps traffic out of the galley area. If you have ever cooked aboard a boat, these are nice features.

Its 28" tabletop height does not limit visual conversation and drop leaf extensions will install neatly onto it. It will also be something to hold onto at sea when using the head or



going forward for gear. If you've been out there when it roughs up, you understand what I mean. A good toss across the cabin hurts.

If you just can't stand the intrusion of the trunk, the twin board version frees up the interior space nicely. You will have two centerboard trunks to maintain and your windward work will lose a little performance, but if you are not the bash to windward type and find yourself easing the sheets a bit for more comfort on a reach, then who cares. Tuning the rig, self-steering, maneuvering into slips and balancing the helm will become much easier once you have mastered that extra board up forward. The boat should be able to turn in its own length. Onlookers will be heard to say, "Do you think that sailboat has twin screws, dear?" "No sweetheart, just a bow-thruster."

With the mizzen up and boards down, motion at anchor should be minimal. Draft is a foot less than the centerboard version, 4' to 6' with the board down. Creek crawling is possible. Getting into and out of tight anchorages will be easy. If gunkholing in 30' of comfort sounds like your style of cruising, then the twin board version requires a closer look.

The wind can knock your boat down but it won't pin it there. Inside or outside ballast will bring you back. Put the boat in blue water conditions, the wind can knock you down and sea state can pin you there. Inside ballast alone may not do the righting job. If you are really intending to sail in blue water, then the full keel version with low outside ballast and a long righting arm should be your choice.

The interior is wide open and four foot of draft is quite modest for any cruiser. I put over 3000 miles on my boat in the Bahamas with a draft of four feet, and I only ran it aground one time. That was early in the trip when I was learning how to read the water's depth by its color and the importance of using someone up forward on lookout for coral heads and shallows.

Construction of the keel is not complicated. It bolts right onto the flat bottom and up through a double keelson. The top two thirds is made up from ten 1" x 12" fir boards laminated one on top of the other and brought to a hydro-dynamic shape. The 5500 pounds of lead forms the bottom third and gives the boat the righting arm necessary to sail the world's blue waters.

Depending on your budget, there are two ways to power the boat. Karl has drawn an outboard motor well or an inboard installation with an offset prop. Eighteen HP will work for either choice. With 60 gallons of fuel, cruising range for the diesel is around 600 miles while the outboard would provide about half that. If your intentions are to sail more than motor, then the outboard version would be a good choice to be used only when necessary. For long trips down "the ditch" the diesel would serve better.

The plans show wooden boxed spars from spruce or fir, or stock aluminum will work. The self-tending ketch rig was chosen for its low center of effort. More sail can be spread lower down than a Marconi arrangement and this compliments the inside ballast design of the boat. Why sail "on your ear" all day long? When the wind picks up shorten or drop the mainsail. Jib and jigger will balance the ride. A genoa can be flown for light air work. With her long waterline length, 7 knots can be expected in good sailing conditions.

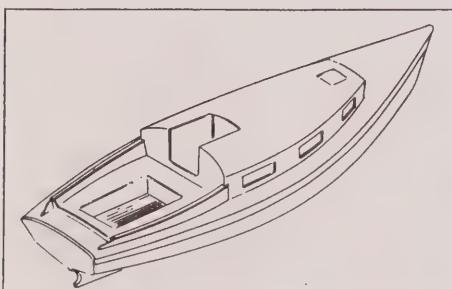
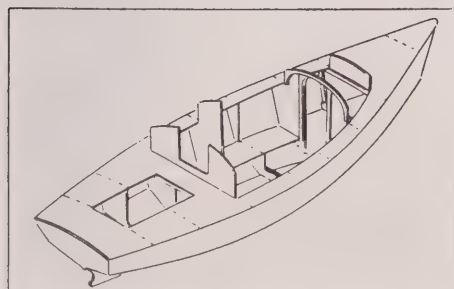
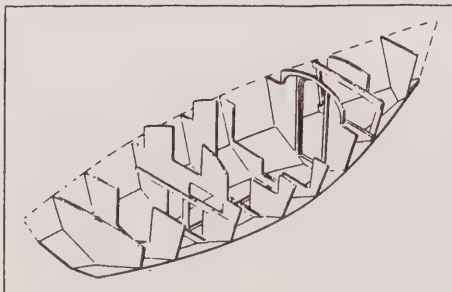
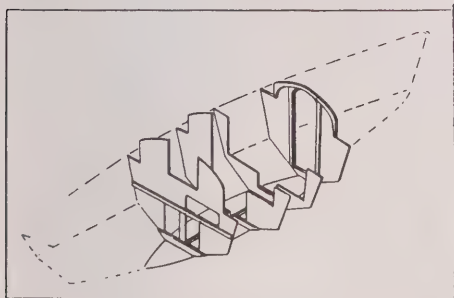
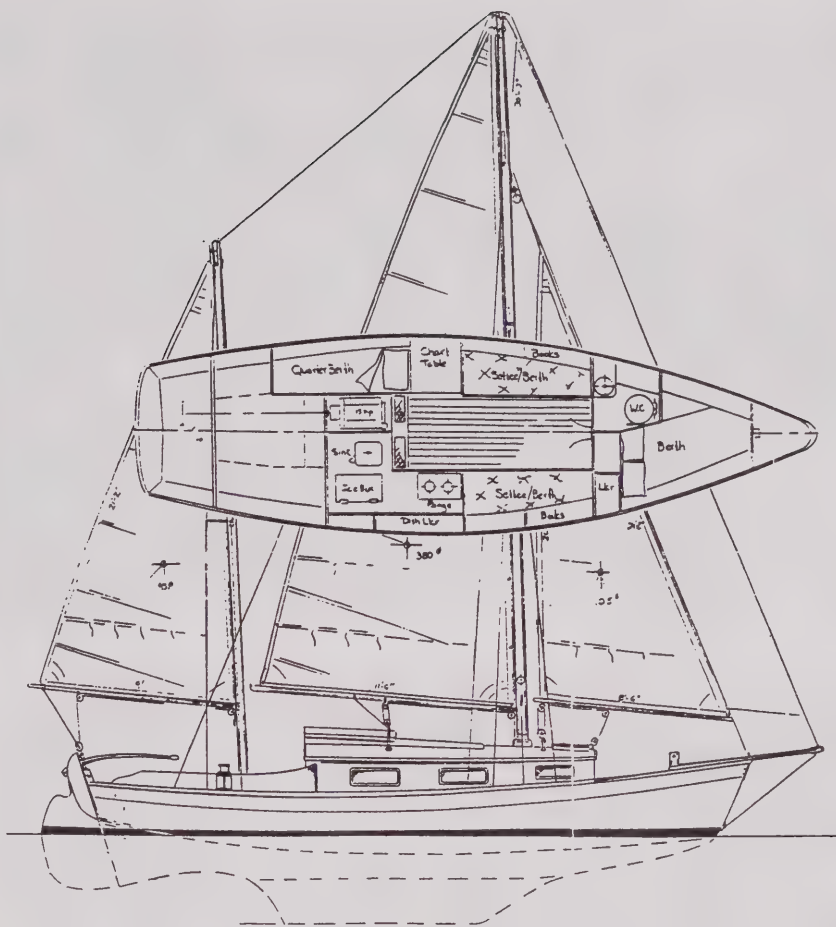
Running down the Exumas I spotted off

the stern what seemed to be a small boat in distress. I ran it down only to find my own dingy bobbing up and down with painter frayed. Some mornings after a good rain it would be floating at the gunnels full of water ready to go under, motor and all. *Baby Dink* is designed to carry on the davit/sternrail of her *Bahama Mama*. Install a large through hull transom scupper and she'll catch you lots rain water, too.

Sixty sheets of plywood, 50 gallons of epoxy and a year's labor should put you in the Bahamas. Most plans buyers have a five-year plan. Tony and Betty Balding of B.C. Canada will do it in close to two. Tony is building the *Bahama Mama* next to his place of business. In July Betty wrote me, "Tony never works on the boat in the evenings as he is in the hot tub after six most nights. He seldom gets more than a few uninterrupted hours, so most of what you see has been done in spurts in between his customers. Sunday afternoons when we are home are always devoted to headbashing chess games with a friend from 1 to 6 P.M.! Often a week goes by without a minute spent on her. I am amazed that he has accomplished so much in so little actual working time." Doesn't sound like a bad way to build a boat to me! Tony just finished up the ballast pour.

I believe if you scrounge around for the best deals and keep the project simplified you should be able to build the *Bahama Mama* for around \$20,000. This won't hold for the diesel engine and all bronze hardware, but a used outboard, galvanized rigging and some cutdown sails will work. If you have to use rope and deadeyes, who cares! It's your project. Hmmm! Actually, she'd look real good with ratlines!

Study plans for the *Bahama Mama* include two blueprints of plan and profile arrangements, designer's comments, articles from various magazines, a summary materials list, stability curve graph, two prospective drawings, a study sheet of *Baby Dink* and a write-up and drawings of the full keel and twin board variations. They are \$14 and are available from GFC Boats, 490 Hagan Rd., C.M.C.H. NJ 08210. Plans are \$295.



There is nothing—absolutely nothing—
half so much worth doing



as simply messing about in boats.

Shirts featuring original
drawing and quotation from
The Wind in the Willows.

Heavyweight 100% cotton

Natural color T-shirts

Short sleeve T \$15.50

Long sleeve T-shirt \$21.00

50/50 Gray Sweatshirt \$25.50

Sizes M,L,XL - Shipping \$3.50

The Design Works

Dept MA, P O Box 880

Silver Spring, MD 20918

Frame Up in Essex

By Bob Hicks

A dream of reliving bygone times afloat is taking shape in Essex, Massachusetts, where Tom Ellis and his wife are pouring about \$400,000 of their own (and borrowed) money, into a 65' traditionally built wooden schooner, the *Thomas E. Lannon* (Ellis' grandfather who fished out of Gloucester from 1901-23).

And the realization of this dream has drawn in nearly a dozen local traditionalist Essex boatbuilders and riggers to build the schooner the traditional way. Heading up the crew is 29 year old Harold Burnham. Right across the tidal creek from the building site on the old Story Shipyard property (now owned by the Essex Shipbuilding Museum) is Burnham family property where the family has built boats since 1650. Today Harold's Friendship and Muscongus Bay Sloops and his dad's Friendship Sloop and inboard launch *Chief* await the coming of summer.

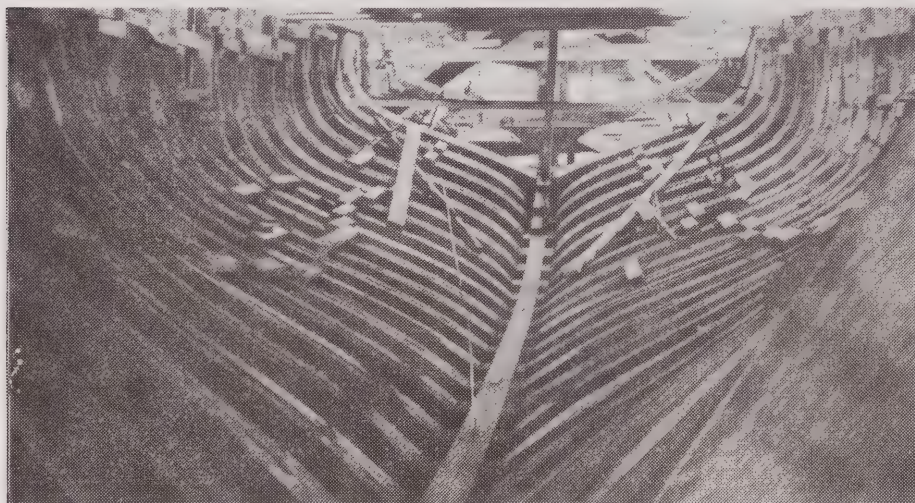
When historian and former boatbuilder on the site, Dana Story, got down to the yard mid-winter, frames were already up and Dana was heard to remark, "A vessel in frame...I thought I'd seen the last of them." The last had been in 1947 when Dana was running the yard which had, under his father Arthur D. Story's management, turned out about 400 fishing vessels for the Gloucester fishing fleet over a 50 year period from around Civil War times.

The youthful master boat builder confided to me that he was, of course, thrilled with the challenge of being responsible for this vessel's construction, a dream he'd harbored through a youth spent on the water and repairing Beetle Cats on up through salvaging old Friendships and setting up a local charter operation in Gloucester with one of them, Saltmarsh Charters. Harold got pretty determined sounding when he went on to

The master boatbuilder surveying his stock of planking timber, looking for just the right one for the next strake.



The dream starting to take shape for Tom Ellis, here he contemplates progress early in the frame up stage back in January.



Oh those lovely curves, a look inside at the frames.

Planking up started along working up from the garboards.



state that this lot where the *Lannon* is taking shape was set aside by the town of Chebacco (Essex's original name) for the purpose of shipbuilding, and that, "I'll do whatever I have to to keep this from becoming another marina site."

Right now "whatever he has to do" includes already doing a redesign of the original choice of design for the *Nakomis*, a turn of the century schooner built here. Now in the building phase, Harold puts in 14-16 hour days seven days a week, as do most of the building crew, all on Tom Ellis' payroll, striving to meet an early June launching deadline. Ellis has to get the *Lannon* to work for the summer earning its keep as a charter/tour boat in Gloucester, this year offering only daysail outings as the interior will not be completed for overnight trips until next winter.

Hundreds of fascinated onlookers stop by every week to view the progress and savor the atmosphere of old time wooden shipbuilding. The site is accessible to the public and Sunday afternoons the Museum conducts a weekly update of what has been happening.

It's a thrilling time for old Essex, and the local support for Tom Ellis' dream has been outstanding. All the white oak and black locust came from Essex County Greenbelt (an area land conservation trust) forests nearby and the tall pine spars and booms were cut on the Trustees of Reservations' Hog Island in Essex bay. The hired help turned up when the call came, all with prior wooden boatbuilding experience, and eager to get into this major shipbuilding adventure.

And when launching time comes in June, Tom Ellis hopes the local schools will let out so all the kids can come by to witness the historic moment. They always did over the two previous centuries when yet another "Gloucesterman" fishing schooner slid down the ways into the Essex River.

A frame taking shape, note the trunnels holding together the sawn frame pieces.



The transom framing is an unusual structure pointing the way to the river at this stage.



Shipyard clutter, wonderful to see all the pieces in progress amongst the several sheds thrown up for weather protection.

The site is accessible to visitors behind the Essex Shipbuilding Museum building on Rt. 22 in Essex by the town ramp at the head of the causeway.



In this final article there will be answers given to questions that I received from readers of *MAIB*. Things that I would now do a little different will be described. Then cover the last tasks to building *Paradox*.

Question: Chine Runners, Do They Work? To the skeptics," Dave Bolduc, owner of *Little Cruiser*, states the following, "For those who are contemplating the addition of a centerboard, we would recommend building the boat as shown in the plans before attempting any modifications." After sailing *Paradox* against *Little Cruiser* (which has a centerboard) for over two months, we did not find enough difference in the windward performance between the two boats to suggest altering *Paradox*.

Question: Are Chine Runners Like Low Aspect Keels? They are more like a scoop. Radio control models were tested to confirm comparisons to other forms of leeway resisters.

Daggerboards, centerboards or fin keels are not the only surface areas providing lateral resistance, the hull side is counted also. *Paradox* is a heavy boat for its size and sits deep in the water. Most boats used daily over the world have no fin keels, centerboards or the likes, they are considered impractical.

Question: Will the Use of Vinegar Affect the Epoxy During "Spherical Fillet-ing?" According to a technical rep at System Vinegar, it's fine to use for smoothing the fillet. It slightly delays the curing of the top surface and doesn't, in any way, affect the final cure. If you like, you can clean the tool with vinegar and smooth the fillet by dipping the tool in unthickened or thinned epoxy.

For stitch and glue or when fiberglass cloth is to be bonded to the fillet, you can make the spherical fillet, let it cure and sand the fillet smooth. This ensures there are no hollows or bumps when I lay the cloth down. The most important thing in stitch and glue construction is the preparation of the plywood surface adjacent to the fillet (good sanding and dusting) and then ensure that a good prime coat of epoxy is applied to the ply surfaces where the fiberglass tape will initially be bonded.

NOTE: If you use Peel Ply or the like, always sand that fillet.

Question: Spherical Tool Only? People tell me they have used other shapes for filleting besides spheres, like the curved bottom of bottles, etc. Yes, even the bottom curve of a plastic spoon will work; however, totally round shapes have proven to work best.

Whatever tool you do choose, it will likely not work well unless you follow the procedures outlined in Building *Paradox* Part 9, *MAIB*, January 15, 1997.

Question: Why Not Putty the Plywood to a Smooth Surface, Then Apply the Cloth? Because of the soft areas on fir plywood, any attempts to sand it creates valleys, making the surface uneven. Just putty the knot holes and nail heads then sand lightly, dust off and apply the cloth. Then apply a putty that's easy to fair.

Question: Can I Add a Hatch, Change Ballast, Etc.? On any changes to the boat you should consult the designer, I'm only the builder.

Hindsight: Sails: After we had made the sails, we read the article by Jim Pope in the November 15, 1996 issue of *MAIB*. The ironing board trick made a world of difference in controlling the sail. We also found that in dif-

Building *Paradox* Conclusion

By Don Elliott

ficult areas (many layers of cloth) we could apply wax (we used ski wax) to the needle and surfaces of the sail cloth and then impossible stitching became easier (a sailmaker said you can also use silicone spray).

Hindsight: Hook and Loop Tools: All sanding discs eventually refused to hold. It was frustrating as the disc still had good sandpaper surface.

Hindsight: Epoxy Clean-Up Gloves: The best procedure for wiping up uncured epoxy from the boat and tools is to remove the thin gloves which you used for working. Then clean your hands with GOOP or GoJo (mechanic's hand cleaner). After that, wash with soap and water, then put on heavy solvent-resistant gloves to clean up the epoxy (these gloves are bulky and too difficult to work with while gluing).

Vinegar is an approved cleaning agent according to reps at System Three. Just don't get a blend of epoxy and vinegar on your body or ever use vinegar to wash your hands (which was never advised in "Building *Paradox*").

Hindsight: Portable Electric Power Tool: I would have more portable tools, especially an electric screwdriver, hand drill with the keyless chuck and a portable jig saw, but only those where the batteries are loose, like the VersaPak tools

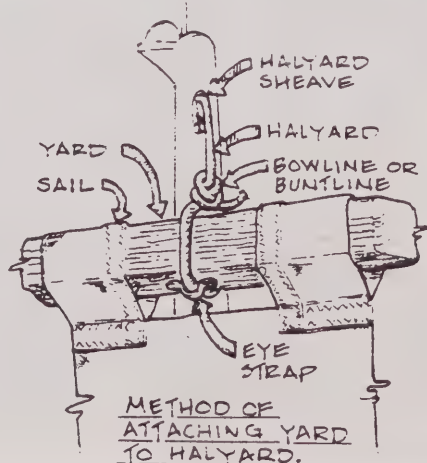
Hindsight: Tape Measures: If I'd known about the digital readout tape measure built by Starrett (DIGI TAPE), reading measurements would have been much faster and more error free.

Most Important Tools: There are three tools that would be considered as the top tools for building a boat of *Paradox*'s complexity. The rest of the tools are way down in the scale of importance.

The table saw rates as one of the three; you need to cut straight and beveled parts accurately. It would be difficult to build a boat without one.

A disc grinder with 16-36 grit, heavy discs, on a hard rubber pad and a soft foam pad for fairing. In modern boatbuilding it's an important tool.

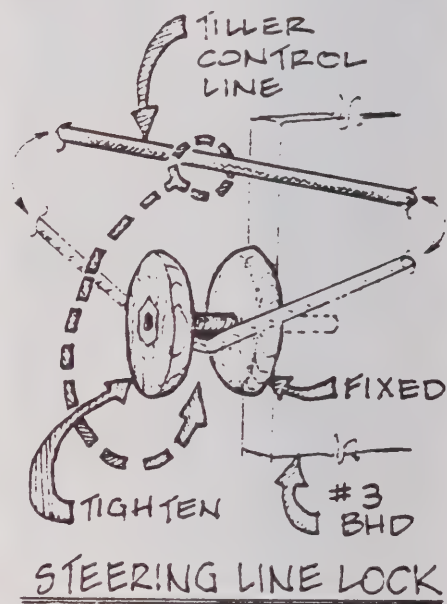
Not very big, but one of the three would be the low angle plane, Stanley #118.



Making the Boom and Yard: If you can't find good wood for these items, it's best to laminate two pieces together.

The reef spool on the boom must be wrapped with fiberglass to the plans. This strengthens the end of the boom for the rod that is inserted into the end of the boom. The boom rotates on a metal tube inside the boom end (see illustration).

The yard should have an eye strap installed to its underside to accept a rope to which the main halyard will attach (see illustration).



Battery: *Paradox*'s battery should be contained within a plastic box (sealed with duct tape). It should be vented to the atmosphere as it produces hydrogen and oxygen during the charging process. The box should prevent acid spills. Acid and bilge water are a bad mix. That combination is a fire hazard and rots wood.

Matt recommends using a solar panel with a voltage regulator. The battery energy will be used to run the masthead light, running lights and cabin lights. A battery that gets a small constant charge will not sulfate as much as one that doesn't.

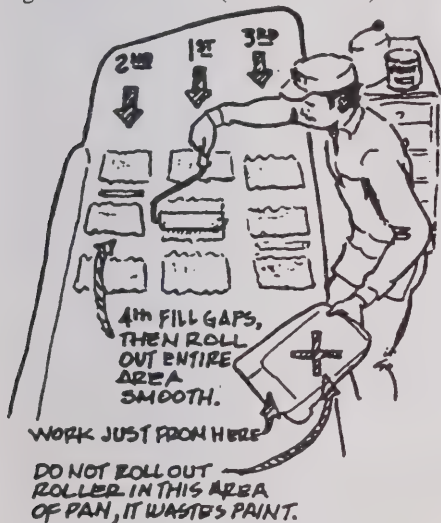
In addition, the battery box must be strapped down. Batteries weigh about 3/4 pounds per amp. *Paradox*'s battery with the box should weigh 50 pounds. Trim starboard side with a lead pig.

Rudder Control Line: *Paradox*'s rudder is controlled by a line that is attached to the tiller. This line runs in a continuous loop at the sides of the cabin. There are four small pulley blocks at each corner of that loop.



You can sit anywhere in the cabin and steer the boat. You can be all the way forward in the boat and still steer the boat. There are knots in that line to give a wet hand a grip.

At one side of the hull there is a device to lock the line in a set position. You can lock the line, then trim the sails to sail along on a specific course. The device resembles the two halves of a yo-yo cut in two, then repositioned so their flat sides are out. One side is fixed, the other is threaded so it may be tightened or released. To fix the line in the device, you open its slot, pull the tiller line down about five inches, drop in under the device slot and tighten the outer disc (see illustration).



As it is winter currently in Wisconsin, *Paradox* won't be painted until appropriate temperatures arrive. With experience from painting other boats this is the procedure to follow.

Final Painting: We covered painting in general in Part 13. Here are a few recommendations that might be helpful. A foam roller works best to apply the Pettit No. 6148 or 6149 High Build Brushing Undercoat; sand smooth and apply Pettit's Easy Epoxy (single part epoxy) for the top coat. You can clean the roller with standard mineral spirits.

Due to the cost of these paints, don't roll out the roller on the upper part of the tray as recommended, use the bottom part of the tray to load the roller and roll it out on the hull. Don't paint your tray, it's wasteful (see illustration).

It works best on the top coat to have someone follow you as you roll on the paint and, with a wide, good quality, foam brush, smooth out the small bubbles. Two coats of top coat will be plenty.

Remember the bottom paint goes directly onto the epoxy, do not paint top coat below the waterline. Actually the bottom paint should go two to three inches above the waterline.

Install Lexan Windows: After the paint is dry, apply sealant (remember, for Lexan you can only use Silicone II). Per manufacturers instructions, seal the surfaces and, in addition, circle a bead around all holes. Install Lexan, tighten firmly all screws, wait at least a half-hour, then retighten.

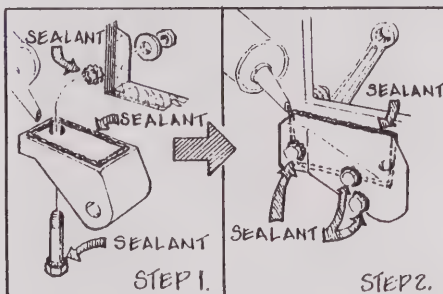
Attaching Fittings: Bed all fittings exposed to the elements with a polyurethane sealant such as 3M 5200 or Sikaflex 231.

Use what I call the double seal system. What you want is to close off any path for the water to reach the wood.

Its best described by an illustrated view. First, apply a circular bead around the bolt holes. That bead should actually be over the edge of the hole, then when the bolt is shoved into that hole it seals around the bolt.

Apply a second bead around the edge of the part, just inside the perimeter of the part. Run a bead around the shaft, right at the head of the bolt. Bolt fitting in place. Finally, run a bead around edge of part and head of bolt or bolts. Don't clean it off, just smooth it out, build a sealant fillet.

Every couple of years remove inside nut and inspect plywood. If it's black or gray, it's time to reseal.



Anchor Cleats: These are the fingers of the boat. *Paradox*'s cleats are large, eight inches. They require a long 5/16 diameter fastener. Comparing the prices, I decided on a standard hex head bolt. They work fine. The hex recedes below the top surface of the cleat.

Safety Harness: Provide sturdy U-bolts for a place to clip your tether to the harness which you'll wear anytime you're offshore. Provide one forward to clip on to when moving outside on the deck.

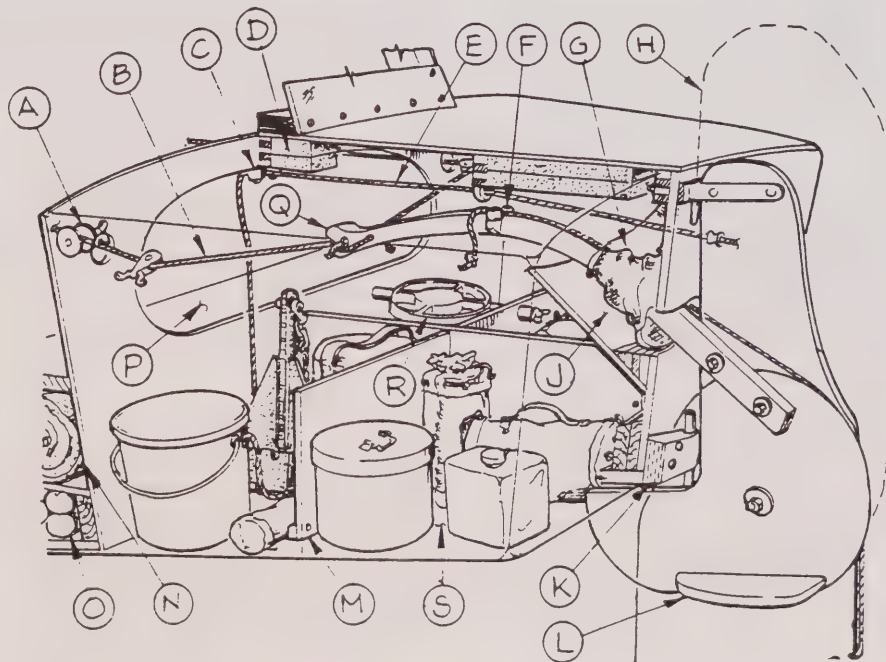
When sea trials are performed, MAIB readers will be informed of the results.

Of course, there is no absolute perfect

- A. STEERING LOCK.
- B. STEERING LINE.
- C. MAIN SHEET CLEAT.
- D. INSULATION.
- E. MAIN SHEET.
- F. UPHOUL RUDDER BLADE CLEAT.
- G. MOSQUITO NET.

- H. UPHOUL RUDDER BLADE.
- J. BAFFLE.
- K. MOLDED PINTLE.
- L. SWIM STEP.
- N. BEDDING ROLL.
- P. HELMSMAN SEAT.

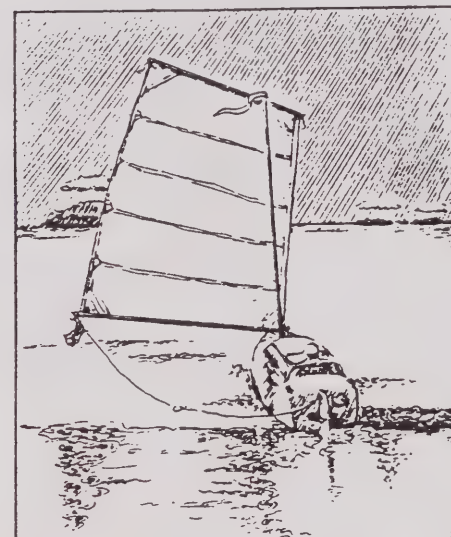
- Q. TILLER.
- R. GIMBALED STOVE.
- S. FOUR STOWAGE COMPARTMENTS.
- M. REMOVABLE SEPARATORS



boat, therefore we must focus on our sailing needs. You might look hard to find a boat that will sail in thin water while maintaining its heading, carry your supplies, be comfortable to sleep in and then cross the Gulf Stream, all in a boat under 14 feet. If you need those things, you might consider building *Paradox*.

Matt Layden has elevated the concept of the small systemized coastal cruiser to a new level. Hopefully this will be an encouragement and a guideline for the future development of small coastal cruisers. Designers and even production boat manufacturers will possibly someday improve and advance the design of the small cruiser based on the foundation that Matt has laid.

If this does not occur, we shall surely slip backward, designing and producing bare hull shells with sails, inadequate and incomplete for the small cruiser's needs.



The Amherst Galley is under all sail except the main staysail, making her way among one of the myriad passages within the Thousand Islands. Earlier in the day they'd had a rough sail in the open of Lake Ontario under reefed mainsail and full foresail. Beam reaching in the strong southeast wind, they'd come 30 miles in four hours, exhilarating sailing with the sun glittering in the flying spray and hard duty for the helmsman eager to keep her surfing along. Filled with the excitement of this wild ride, all hands had crowded along the weather side to hold the boat up against the pressure on the sails, glad of the shelter of the windowed raised deck that protected them from the wind and spray. They had always enjoyed its shade from the noon sun during rows and earlier training sails. This time its protection and safety from capsize under these conditions allowed them to fully enjoy just ornamentation, flying their "private signal" with some mainsails even showing their particular insignia sewn with pride on that biggest, most important piece of canvas. But since they were all built to the same design, they could easily keep up with each other.

Today, under these great conditions, a good show was especially important since the old Commodore, leader on this trip, would be watching every boat's moves. Since the agreement this morning between the Commodore and all the captains, they had been obliged to work hard to keep orderly station with the other boats and not force her to slack off and wait for a lagging boat. But since she somehow seemed to know just how to make her crew get the most out of the flagship, with her well-known signal keeping far ahead of the bowsprits of the closest pursuers, this had actually seemed like a race of sorts, a very fast passage in more or less disciplined formation.

Through the middle of the day the long standing room hatches had been opened for fresh air and for quick sail handling. As the afternoon passed, the wind dropped and the hatches were kept open, while the reef was shaken out of the mainsail and the jib set at the Commodore's signal. Then the hatches were closed against the growing chill, except for the after hatch where the captain needs to stand to see clear ahead at his course among the rocks and islets. Amherst View's captain is a "middle-aged" master, all of 25 years old, an alumni who had returned to work with the new generation of students and sailors. Years ago he was one of the teams that built the first of these vessels; now, out of college, he teaches piloting and carpentry and, incidentally, mathematics. He has the tiller against his hip now and is conferring with the Commodore and the other captains on the VHF about where to spend the night. At this speed, the chart is full of choices much earlier than anticipated. Soon what looks like a decent spot to drop anchor is picked, and the flotilla rounds the point into quieter water in a maneuver that looks to one observer on the island as if they had been practicing hard just for show; of course it was more luck than organization as they changed course still more or less in formation.

They need no shore berth or any permission where to anchor, but it's desirable to get to an anchor before dark in these waters, too many ledges and rocks around and many lurking just below the surface. If they can find a shore where no one will object to running the boats in on the beach, it will be pleasant to be able to stretch legs with a short walk, maybe

Bolger on Design

Amherst Galley

Design # 643

(October 1996)

The Galleys

(Based on future log entries)

find some driftwood for the obligatory fire, hot cocoa, marshmallows on the stick and sing-along under the stars.

As the boat slows down in the wind shadow of the wooded point, the captain hangs up the transmitter after some final words between "the higher ups" about the anchorage. "Hatches open," he orders. "Down jib and foresail." The crew jumps up and spreads out along the boat to their stations. Everyone knows what to do. The jib is pulled back to the forward hatch, lowered, furled on its club and hauled out again to the bowsprit end in a neat bundle. The foresail is lowered and furled on its boom and gaff and topped up well clear of the hatches.

"Open the midships oarports and run out the oars," is the next order. The captain takes the turns off the main sheet cleat and eases the sail out to make sure it does not heel the boat sharply with the oarports open. "Clear away the bow anchor," as the two middle pairs of oars are brought down from their racks under the deck and run out through the now open ports in the sides. The remaining crewman makes sure the anchor warp is clear to run out and is ready for orders to "drop the hook." Within minutes the flotilla that had come racing around the point now moves slowly under a few oars, following the Commodore who scouts the water and shore for safe approach and good anchorage. The charts tell a lot, but not all she needs to know for a safe night asleep on the water. Fortunately she does not always insist to be first in every anchorage, she just had not known this one yet.

The cove protected by the point extends into a narrow fjord the end of which is hidden behind a bend. The boy at the anchor imagines for a moment how this formation was carved out by retreating glaciers at the end of the last ice age, but he reminds himself to concentrate on this job not to be teased again for day-dreaming on the job by one of the two girls in the crew.

This fjord now offers the squadron shelter from all but southeasterly wind. In a slow and careful line the boats proceed and the water begins to shoal with a bottom that will hold their anchors well. The underwater viewing port in the Commodore's boat shows a sandy bottom with a few ledges and some muddy patches, a good spot for the night if the fleet makes the best of the limited space by turning the bows around facing out and anchoring with both main anchors and kedges in a double line to keep them from swinging towards the narrow shores or into each other. It will be fun to see the neighboring boat's lights come on after the sun has disappeared behind the trees of the point.

But anchors are not dropped yet and the boats wait under oars since there is a house among the trees some 50 yards up the north-

eastern slope with a nervous inhabitant watching the invasion of his waters. The Commodore heads that way until her boat is almost touching the shoreline of the property. She is handing over one of the prepared leaflets that are supposed to reassure people that there will be no intrusion, no discharge, no trash and little noise. It looks very official with all the school districts' names and seals printed on it. Usually, once convinced of the pains that will be taken not to create a disturbance, people on such shores are delighted to have the fleet of beautiful schooners to look at during their brief stay. Sometimes the crews are actually invited to come ashore. but not in this case, it seems, and nobody is very sorry as it has been a long day of intense sailing. Without a good beach among these rocks and trees, the fire would have been impossible anyway.

The Commodore drops anchor in the far end of the inlet and the other boats take station on her, lining up in two lines parallel to the shoreline facing out. If the anchorage had been even more crowded they would have rafted together to save space, but there is room enough here to spread out a little. Each boat is equipped for independent camping and it's better not to have them rubbing each other in the night.

In the fjord there is now no wind at all, and the mainsails are left set until sundown to make a prettier spectacle for the people on shore and for each other. With the boats anchored fore and aft, all sails must be down for the anchors to hold in a sudden blow. In fact, once or twice on these cruises there has been a serious storm, and the masts had been lowered as well as the sails and the hatches all tightly closed while they waited out the blow.

The captain unships the tiller to allow the galley in the stern to be opened up and makes way for the cooks. Cans of stew are heated and passed along. Each crewman feels in his personal watertight locker for his eating tools. Apart from forks, knives and spoons, only big mugs and deep bowls seem sensible on these trips since food does not spill so easily with them, even though a can of hot split pea soup had "gotten away" last night, making quite a mess to port of the centerboard case. "Live and learn," the captain had shrugged it off and there was no need to remind everybody that those who make a mess are responsible for cleaning it up. Tonight the crew are all gradually winding down from the excitement of the spectacular sail and there is talk, quite a bit with full mouths, about how still more wind could have been handled and whether they could have outrun the other boats if "keeping station" had not been the agreed exercise for the day.

As dusk falls the riding light is lit and everybody can turn on their personal reading light. The captain has assured them that those two big batteries would keep all electrical stuff running for at least a week, if you left them on all the time. So nobody worries and everybody can find everything in their bin to make themselves comfortable for the night. But it always takes a bit of patience for everybody to get in line for the washing up over the sink. Of course, teeth can be brushed while sitting with a mug of water in one hand and then spitting into the bowl, to be dumped into the sink and rinsed when its your turn. But unlike the electricity on board, water is never in abundance. Lugging the heavy jerrycans to the boat from the faucet every few days is bad enough, some

complain, but pumping out the waste water through the plate at the bottom of the anchor well is really nasty duty. So most have learned to get a good wash with less water than ever thought imaginable on land, and emptying the sink after you're through washing by hand pumping the gray water forward to the holding tank in the bow seems almost normal. To go to the bathroom is unusual too, since there is none. A curtain is pulled across in front of the toilet and its suction blower turned on to allow people to relieve themselves without spoiling the snug comfort of the sleeping space. It is nice, though, how you can live for a few days afloat among the islands without ever having to step foot on land. Those oars can sure make for good exercise.

Tonight, the oarports are closed; on a warmer night they would be left open in this good anchorage for ventilation, but tonight the small ventilators in the hatches plus the flow between the screened doors forward and aft supply enough air. Flies, mosquitoes and hornets are not allowed to spoil anyone's sleep on these cruises. The window curtains are closed for the night to feel a bit more protected from the dark outside; a peek through them shows the moving shadows of the crews in the other boats. In more crowded places they have needed the curtains just for some privacy.

As darkness falls, the captain produces his paperbound copy of *The Riddle of the Sands*. Each crewman has brought a book along, and has his personal reading light, but the reading aloud is a tradition. Tonight the *Dulcibella* will anchor under the Hohenhorn reef with the open North Sea roaring beyond, and Davies and Carruthers will pull to the bared sandbar island at low tide and "scuttle like seabirds" around in the gale while Davies tells of how the villain decoyed him into the trap among the sands. They look around at the lights of the other boats mirrored in the still anchorage as they imagine the gale blasting over the evil sands of the Elbe estuary across the ocean. Perhaps we'll try that some day. Why not? These boats can lie on the sands better than the *Dulcibella*, and keep going further and longer than she could on the falling tides.

After the reading, they lie around talking. Some press their faces to the inside of the windows to shut out the reflections from the inside lights as they watch the moon rise into a bank of clouds; on one of the boats someone is aiming a flashlight through the view port and the beam dances eerily through the water, probably attracting some fish. Here, one of the crew talks of an old *Prince Valiant* cartoon strip he once read, and of how the Viking galley of the hero had tracked the pirate longship fleeing with the hero's kidnapped bride through these same thousand islands they lay among. The captain comments from his place at the stern that *Valiant* is close to being the only cartoon strip that still looks as good to him as when he first read it.

Lights out, the hatches have been laid over the foot wells to make one long sleeping flat, six meters long. Air mattresses had already been inflated for comfortable reclining. A couple of notoriously restless sleepers have been thoughtfully placed on each side of the centerboard trunk where their thrashings are somewhat confined. The Captain listens to the breathing, feels for his flashlight in the dark and sleeps himself.

A rumble of thunder and a lurch of the

boat rouses him. Then comes a bright flash of lightning, quickly followed by more thunder. The next flash shows him all his crew up on their knees, looking out the windows. The boat lurches again with a whistle of wind around the masts and halyards. The captain notes the bearings of the few lights on shore and watches carefully to see if the anchor drags with the southeast wind. There is abruptly a roar of rain on the deck close above them. It's to be hoped that all the weatherstripping in the hatches is in good order. He hears no complaints about drips. Some of the tired crew are already lying back to sleep as if they had been through this many times. Others make themselves comfortable, sitting, not wanting to miss the sight of the storm. The captain keeps awake from duty until it passes over. He wished for a while that he had lowered the masts, but the veteran Commodore had not had hers lowered and no harm seems to be coming of it. With the big anchor buried in good bottom, facing the wind straight on should be no cause for worry.

As he sits watching the lightning recede, he reflects on the building of the first of these boats. Their size and complexity had been very scary, the plans had seemed desperately complicated. But they were actually honest plans, the designers had addressed everything that needed to be done to make the best of the boat's potential and not left the builders to waste time figuring out the details that needed to be added to a simple looking set of plans. The great panels of plywood, assembled separately, smoothed, sheathed and treated with epoxy as they lay flat, had fitted together magically into a gleaming hull. It had looked like a boat, though they had been rightly warned that a bare hull is only a quarter of a boat. Even so, it had been reassuring to know that she could have floated now with all of them in her. Everyone who had walked into the shop was amazed that this imposing structure had been created by a team of novices. (They would not grasp at a glance that this was just a big flat iron skiff.)

So they had gone on in teams at an even pace to add one bit to another until they had the first of these polished machines ready for launching. Working parallel, each team's completion of a task added visibly to her completion, at times faster than predicted. Of course, there had been a few guffaws and everybody sat down on their personal "moaning chair," all boatbuilders have one, feeling depressed. But it all came together well eventually, with some parts done several times over until they were right, but nobody hurt themselves seriously and bruised egos would heal soon, certainly on launching day. And for all team members after this much work, worry, hope and even more work dreaming up cruises and regattas, showing off their finished project had been a really big deal.

Sure, there had been people around who had sneered at the flat bottom and the plywood construction, even at the assembly with decking screws and power drivers. "No way to build a boat, and a bad start if you want to be a real ship carpenter." But the critics were wrong, it was the natural crook, steam bending and a hundred clamps on the rack idea that was no way to build a boat anymore, now that faster and, yes better, methods and materials were to hand. Their concern about the new chemicals necessary for this type of building had been a bit dubious since, red and white lead, cedar dust and flying hammers, sharp

teethed planers and jointers sounded as ominous as the need to wear gloves and maintain good ventilation when epoxying. Unlike nails, Phillips head screws come out as fast as they went in if the fit turns out to be bad after all. This way a new builder actually got things done in reasonable time without years of learning stuff not really necessary to assemble a capable boat. Building the boat over several of the cold and dark months, to use it for fun and adventure come spring and summer, was the idea that had attracted and then kept together this small community of builders, learning much "on the job" from the experienced carpenter who had led the project. He had built boats this way before and understood how to get it done fast, well, and with strength to last much use and abuse.

Looking back now, the captain smiles at how novel this boat concept had once seemed. Since then young and older men and women had helped build these craft in all sorts of places and the idea of a "community boat project," no matter how big or small the community, kept spreading. He had just heard from one of the women captains that an all-women crew had trailed their galley behind a Suburban towards the headwaters of the Yukon to row and sail the mighty river to the sea. Now there was an idea for the squadron. He doubted, though, that they would ever run out of exciting cruising areas down here. They were thinking about the Maine Island Trail. This cruise would take them through the Islands and beyond for another 10 days. Whenever exactly the flotilla would be by then, it would just take a phone call and a day to get the big van and the trailer to the distant launching ramp. The galleys and their crews were independent and would roam wherever they pleased. Protected inside the galleys even soggy days did not seem likely to dampen the cruising spirit much. Ten more days sounded like an infinity to most of the crews.

Amherst Galley Design #643 Specifications

Length on deck	8.2m (26'9")
Length on bottom	7.75m 25'5"
Breadth overall	1.76m (5'8")
Breadth bottom	1.48m (4'11")
Height overall	1.65m (5'6")
Draft board up	.2m (8")
Draft board down	1.0m (3'3")

Dry weight (estimated): 550kg (1200 lbs)
Displacement normal load: 1130kg (2500 lbs)

Working sail area: 28.0 m² (301 ft²)
Sail area with main staysail: 34.35m² (369 ft²)
Heavy weather rig: 17.53m² (189 ft²)

Power: 1, 2, 3, 4, 6, or 8 crew on oars working via 2, 4, 6, or 8 2.44m (8 ft) oars plus 1 coxswain and 1 lookout/backup forward

Daytrip/regatta crew: Up to 10
Cruising crew: 6 with 4 on oars, 1 coxswain, 1 lookout/backup

Endurance: Minimum 3-4 days (as measured by capacities of water and holding tank plus extended battery power for navigation and interior comforts)

Wee 3 Skiff

By Douglas McNary

Mike Collins, of Fiddlehead Boatworks in Vermont, has designed and built a Kidkanu from 1/4"x4"x8' fir plywood (MAIB 12/15/93). I have been building a smaller version, Wee Kidkanu. The Wees have been a bit tender. Because of this characteristic, I decided to build a Wee based on a Bolger design of a paddling skiff (MAIB 3/15/94), but scaled down to 7/8 size. The skiff has a flat bottom with some rocker and a transom stern. Wee 3 is 6'9" long (about 2 meters), with a maximum beam of 20-1/2 inches. It weighs 22 lbs. and is rated for a 100 lb. crew. The skiff is also a bit tender!

The boat was made from a 1/8"x3"x7" "Pare Ply" door skin (purchased from Home Depot), a piece of 1/4" fir ply for the transom and 1/4"x1-1/2" fir for the gunwales. The cost was about \$150 and construction time was about 40 hours.

Construction: After laying out the stations and profile, the two side panels were rough cut from the door skin. The panels were stacked and finish cut. While the panels were stacked, stitch holes were drilled on 3" centers about 3/8" from the edge. The transom was cut and drilled with matching stitch holes. A spacer/holder fixture was fabricated from 1/2" stock. The side panels were screwed to the fixture and stitched to the transom with #12 copper wire. The bow also was stitched. The rough bottom stock was screwed to the fixture and temporarily wired to the transom and bow. Then the bottom profile was traced from the unglued assembly.

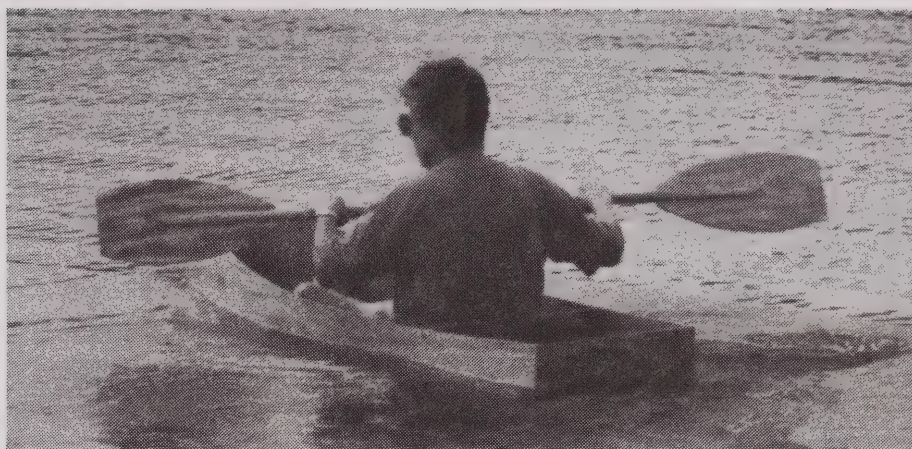
The bottom profile was sawed and the bottom was again screwed to the fixture and stitched to the transom and bow. Stitch holes, which matched the side panels, were drilled and the bottom was stitched to the sides. The fixture was then removed and replaced with a spacer stick at the shear. After priming the area around the stitch holes with epoxy, a thick mixture of epoxy and colloidal silica was used to fillet the intersections and to fasten the transom and bow. When the mixture had hardened, the copper wires were cut off flush.

The assembly was rough sanded and primed with epoxy. The spacer stick was removed and replaced with a back rest. Then the shell was tested for flotation.

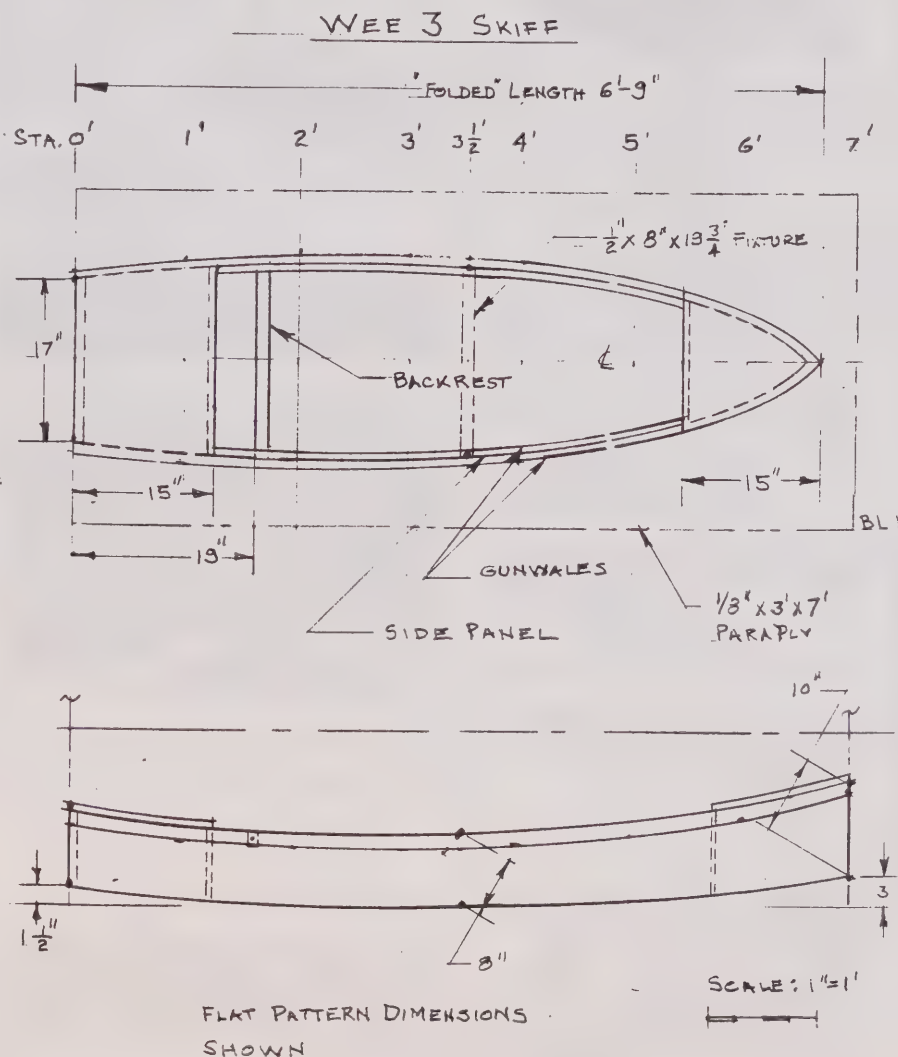
The outwale was fitted, pinned and glued. The flotation chambers were fitted, painted with epoxy and glued. I used some scrap Para Ply for the chambers. The inwales were added and the back rest refitted. The boat was fine sanded and painted with a second coat of epoxy.

Four ounce fiberglass was applied to the floor and bottom. The bottom fiberglass extends 2" up the side. The bow and stern were reinforced with strips of fiberglass. The hull received a final sanding and coat of epoxy. I also added pre-split foam pipe insulation to the back rest and used electrical strapping tape to hold it in place.

After a season of use, I have added a coat of UV resistant polyurethane varnish. "Testers" have included juniors and seniors. The 100 lb. design crew weight is valid.



Tester, Gail MacNary (134 lbs.) evaluating incomplete Wee 3 in a local lake.



Pert Lowell, Co., Inc.

Custom Small Boats



Builders of the famous Town Class sloop in wood or fiberglass as well as other custom traditional wooden boats since 1934.

Mast Hoops

Mast Hoop Fasteners - Sail
Hanks - Parrel Beads - Wood
Cleats - Wood Shell Blocks
Deadeyes - Bullseyes
Custom Bronze Hardware

Pert Lowell Co., Inc.
Lanes End, Newbury, MA 01950
(508) 462-7409

(607) 547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)

P.O. Box 1007

COOPERSTOWN, NY 13326

Woodenboat Restoration/Rigging

CUSTOM BOATS & YACHTS

Since 1970

Wood Epoxy Construction to 55'

Damian McLaughlin Jr. Corp.

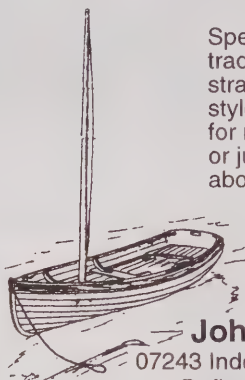
North Falmouth Ma. 02556

508 563 3075

Builders & Restorers

Independence Boatworks

Builders of Small Wooden Boats



Specializing in
traditional lap-
strake or clinker
style hulls
for rowing, sailing
or just puttering
about.

John Bresnan

07243 Independence Rd.
Defiance, Ct. 43512

(419) 782-2876

O'CONNELL'S

WOODEN BOATS



*Dedicated to the Creation
and Preservation of
Vintage Wooden Watercraft,
on the eastern shore of the
Chesapeake Bay.*

Marc Barto • 12319 Coopers Lane
P.O. Box 611 • Chestertown, MD 21620
(410) 778-3213 FAX (410) 778-8138

ROBB WHITE & SONS

since 1961

Designers and builders of extra light lapstrake solid wood boats
like a 12 by 3 foot light peapod at 25 pounds. Also small hollow octagonal masts
like 12"x2", tapered in both diameter and wall thickness at less than 3 pounds.

P.O. Box 561
Thomasville, Ga. 31799

912 226 2524

SUTHERLAND BOAT & COACH

4th Generation Boat Builder

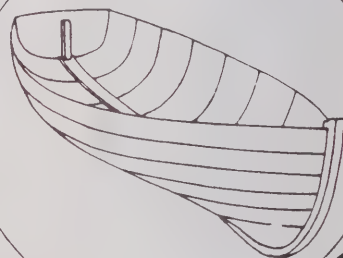
Builds & Restores:

wooden sail/row boats, motor
launches & "woodie" station wagons



416 1/2 W. Lake Rd.
Hammondsport, NY 14840-9603
(607) 868-3993

SOUTH COVE



BOAT SHOP

TRADITIONAL WOODEN
BOATBUILDING
REPAIRS & RESTORATIONS

ROB BARKER

615 Moyers Ln., Easton PA 18042
(Phone/FAX (610) 253-9210)

Reproduction of Charles Lawton

10' Yacht Tender

Cedar on Oak

Designed by Charles Lawton of Marble-
head, MA, ca 1890. Built: C. Stickney,
Boatbuilders Ltd. 1997



C. Stickney Boatbuilders Ltd.

P.O. Box 1146, St. George, ME 04857

(207) 372-8543

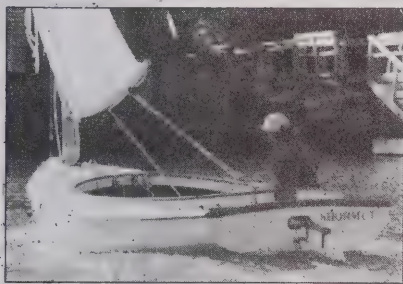
email: stickney@midcoast.com

Wooden Boat Construction & Repair

AREY'S POND

Cape Cod's
Sailing Headquarters &
Wooden Boat Center

• Established 1945 •



• AREY'S POND CATBOATS •

The Arey's Pond 12', 14' & 16' Catboats

Traditional New England catboats designed for comfort and stability: suitable for family or single-handed day sailing. Arey's Pond Cats are built to the highest standards with fiberglass hull, bronze hardware, Sitka spruce spars, and teak rails, coaming, centerboard box, floorboards and seats. A.P.B.Y. has specialized in custom built catboats since 1972.

ARNO DAY SKIFFS

P.O. Box 222
43 Arey's Lane, off Route 28
South Orleans, MA 02662
(508) 255-0994

CLUBHOUSE BOATWORKS

217 S. River Clubhouse Rd.

Harwood, MD 20776

(410) 798-5356

CBW

BEAUTIFUL CUSTOM WOOD
skiffs, prams, lapstrakes and rowing
boats. Dinghy repair and restoration,
inlays, line splicing, varnishing, wood-
working, and model building

CUSTOM BOATBUILDING & RESTORATION



Small Craft * Power & Sail * Wood & Glass

860-350-5170

143 West St. New Milford, CT 06776

ROBERT STEVENS BOATBUILDERS, INC.

Wooden Boat Building,
Repair and Restoration



Small Point Harbor, HC 32 Box 301, Phippsburg, ME 04562 • (207) 389-1794



Maintenance
Repair

(508) 255-8226

Restoration
Custom Building

P.O. Box 724

• Eastham, MA

• 02642

Beetle Cat Restoration & Replication A Specialty

PARKER RIVER BOAT WORKS



21 Newman Rd, Newbury, MA 01951
NEW CONSTRUCTION and REPAIRS

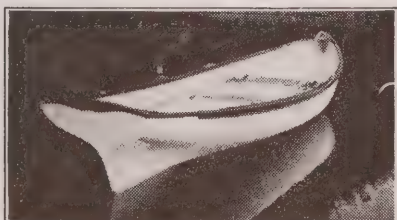
Douglas Scott

508-465-4095



We build traditional rowing,
sailing or power skiffs and
dories, wooden kayaks and
other designs as per customer
demand.

The most elegant way to see and
be seen on the waterfront.



BOATWORKS LTD.

284 Bunganuc Rd. • Brunswick, ME 04011
207-729-4980

SEAWORTHY SMALL SHIPS

WOODEN POND MODEL KITS

SKIPIACK
\$31.95

COASTER
\$36.95

DRAKETAIL
\$26.95

MODELS THAT REALLY SAIL

RUBBER BAND & SAIL POWERED KITS

PRE-SHAPED & DRILLED PARTS
BRASS, COPPER & STAINLESS HARDWARE

GREAT FUN IN POOL POND OR SEA • ORDER YOURS TODAY

\$4.99 S&H Each, MD. Residents add 5% tax
Other Kits & Plans Available, Catalog \$1.00

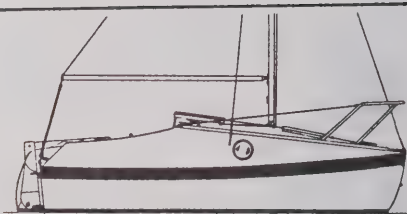
SEAWORTHY SMALL SHIPS

Dept. M, P.O. Box 2863

Prince Frederick, MD 20678, USA

Visit our Home Page at: <http://azinet.com/seaw.html>

Plans & Kits



NO FRILLS 15

THE PERFECT DOWN-SIZED TRAILERABLE CRUISING BOAT. EASY TO BUILD IN THE MODERN TACK & TAPE METHOD. SLEEPS TWO, SAILS FOUR.
INFO SHEET \$2 PLANS, \$55 PPD.

NO FRILLS DESIGN LTD.

1346 SYCAMORE ST.

STOCKBRIDGE, GA 30281-4502

WESTON FARMER

BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES

18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360



PICUP PRAM

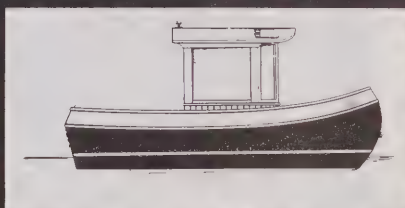
11' X 4' X 100 POUNDS

\$20 PLANS - \$1 INFO ON 18 BOATS

JIM MICHALAK

118 E. RANDALL, LEBANON IL, 62254

Book of Boat Designs



GLEN-L marine designs

Plans, Patterns, and Kits for the home boatbuilder

GLEN-L marine designs

Box 1804/AM7, 9152 Rosecrans, Bellflower, CA 90707-1804

PH. 562/630 6258 FAX 562/630 6280

OVER 240 DIFFERENT BOAT DESIGNS-ALL WITH FULL SIZE PATTERNS AND INSTRUCTIONS. If you want it we probably have it. Whether the latest in stitch-n-glue or traditional plywood, aluminum, or steel construction, we make it easy by consistently offering the most complete plans. More people have bought their boat plans from GLEN-L than any other source. What else would you expect from a company that has been helping amateur builders since 1953. SEND \$5 TODAY for our illustrated 176 page BOOK OF DESIGNS and see why four generations of boat builders have used GLEN-L plans and patterns.

e-mail: BOATKIT@aol.com

Design and Build Your Own Boat ... By Computer!

- o Create and fair full 3D hull shapes interactively
- o Use state-of-the-art surface modeling techniques
- o Any hull shape allowed - round or chine hull
- o No lines drawing experience required
- o Eliminate lofting by hand
- o Plot lines drawing automatically
- o Plot full-size frame and plate shapes
- o 30+ calculated values - disp, LCB, stability ...
- o Stretch, shrink, or modify existing hull shapes
- o Low cost professional software: **JUST \$395.**
- o **Call, write, or Fax for our free literature**

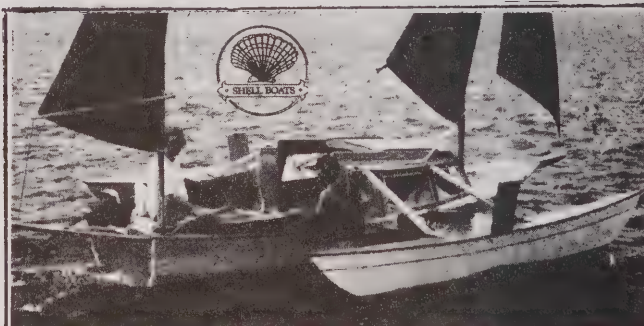


60 knot commuter

New Wave Systems, Inc.

79 Narragansett Ave., Jamestown, Rhode Island 02835

Tel: (401) 423-1852 Fax: (401) 423-1810



CLIPPER 15 & 18

* Stable & Easy to Sail * Folds Quickly for Trailering * Available as a Kit or Finished * Kits Preambled to Test Fit Every Piece *

* Affordable: Complete Kits \$3,200-\$5,250.

Video & Study Pack \$20 - Catalog \$5 - VISA/MC - 802-524-9645

SHELL BOATS, R.D.2 BOX 289c, St. Albans, VT 05478

EASY BEAUTY

*The world's most complex multi-chine kit boat.
She can be "stitched" together in 15 hours.
That's Easy Beauty!*



Ultra-light 14', 95 lbs., 6-chine rowing skiff, our Wineglass Wherry is the ultimate in computer-produced kit technology.

Send \$2 for information packet to:

PYGMY BOAT CO.

P.O. Box 1529 • Dept 2 • Port Townsend, WA 98368 • (360) 385-6143

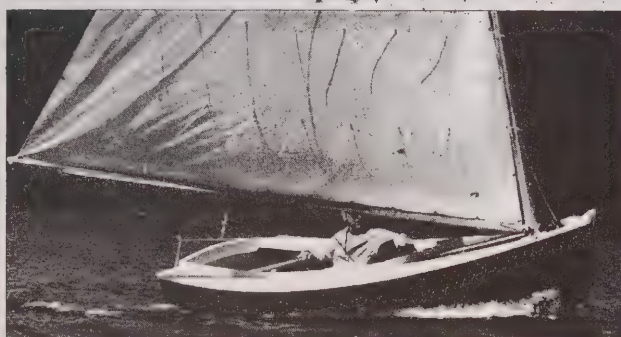
KRISTJANSON BOATWORKS

123 E. Edgar St. Seattle, WA 98102



Little Ripple	12'6" Solo Canoe	30lbs
Ripple	14'6" Canoe	35lbs
Little Shot	7'11" Tender	55lbs
Aimless	13'6" Rowboat	115lbs
Pinecone	10' Skiff	75lbs
12' Pincone	12' Skiff	110lbs

Easy Plywood/Epoxy Construction
Plans Include Full-Size Patterns - \$60



Bobcat 12'3" x 6'0"

Designer Phil Bolger and builder Harold Payson have developed a tack-and-tape multi-chine version of the classic catboat that puts the charm and performance of this famous type within the reach of home builders with a minimum investment in time and money.

PLEASE SEND ME: ☐ Complete construction plans and instructions for \$40.00 ☐ Study plan packet for Bobcat and 36 other easy-to-build Instant Boats for \$5.00

BOOKS: ☐ Instant Boats, \$16.00 ☐ Build the New Instant Boats, \$19.95
☐ Go Build Your Own Boat, \$20.00 ☐ Build the Instant Catboat, \$12.95
☐ How to Build the Gloucester Light Dory, \$7.95 ☐ Keeping a Cutting Edge: Saw Filing, \$7.95 ☐ Boat Modeling with Dynamite Payson, \$19.95
☐ Bolger's 100 Small Boat Rigs, \$19.95
☐ Boat Modeling the Easy Way, \$19.95 Add \$1.00 S&H

Name _____

Street _____

City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858

207-594-7587

MARINE CAM SERVICES

Small Boat Building Services

Computer Aided

Manufacturing

Small Boat Kits

Strip Canoe Molds

Mold & Pattern Making

Chris Hardy

134 Cedar St.

Contoocook, NH 03229



Hull Modelling

Computer Aided Design

Wood - Brass - Aluminum

(603) 746-3586

FAX (603) 746-3157

E MAIL CHRIS 93327@AOL.COM

BUILD A WINNER !

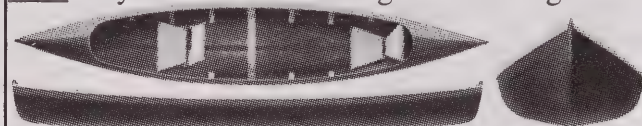
Plans

Five 1st place ribbons

Kits

Mid-Atlantic Small Craft Festival XIV

New easy method for building rounded bilge boats



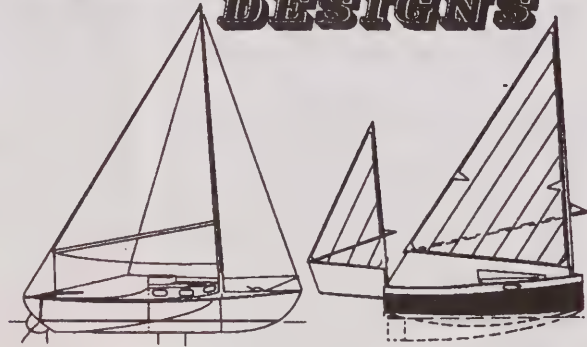
True Canoe shape from four plywood panels

For catalog call or write **STILLWATER**

A NEW CONCEPT IN BOAT BUILDING BOATS

16700 Norwood RD Sandy Spring, MD 20860 Phone (301) 774-5737 Fax (301) 421-0146

COMMON SENSE DESIGNS



Dedicated to providing the best plans and service
to amateur boat builders.

You can build a better boat than you can buy!

Catalog of 11 easy to build boats, \$5.90.

Add \$2.00 for priority mail. All credit cards welcome.



11765 SW Ebberts Ct., Beaverton, OR 97008

Phone/fax (503) 524-8264

www.hevanet.com/berniew

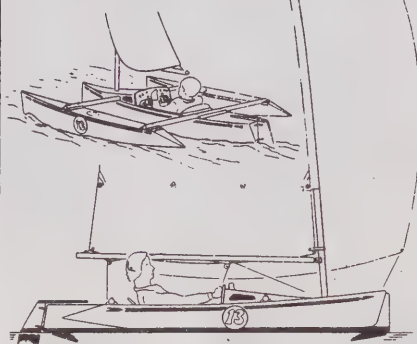
berniew@hevanet.com

LENGTH - 10 FEET
BEAM - 8 FEET
WEIGHT - 150 LBS.
SAIL - 60 SQ. FT.
SPEED - 6+ KNOTS
MATERIAL - ALL PLY
PLANS \$70 POSTPAID

HUNDREDS SAILING
SUPER FUN
START A FLEET
EXCELLENT TRAINER

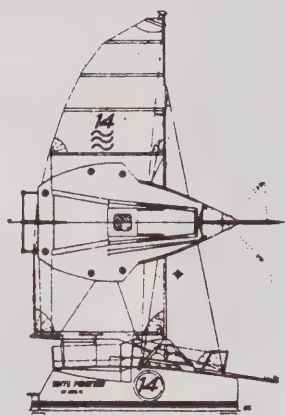
SEACLIFFER 10

3 METER CLASS
SOLO HARBOR RACER



JOHN R. MARPLES MULTIHULL DESIGNS
P.O. BOX 1437, ST. AUGUSTINE, FL. 32085
PHONE/FAX (904) 824 2688

Build an INTERNATIONAL OFFSHORE 14 "SUITE FOURTEEN"



High-performance 14 foot trawlerable racer/cruiser. Sail singlehanded or with a crew of two. Plywood composite tape construction. Class Association forming. Info and class rules \$5. Plans \$150 ppd.

NILS ANDERSSON

1269 Broadway Suite 121, El Cajon, CA 92021
(619) 697-9537

WEE PUNKIN



"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions. \$36. SASE for more info.

GRAND MESA BOATWORKS
Rt. 1, Box 75, Collbran, CO 81624



Designs by Platt Monfort

STUDY PLANS BOOK \$5.95
Large Scale Lines Drawings

INSTRUCTIONAL VIDEO \$19.95
70 Minutes Of Latest Techniques

Monfort Associates

50 Haskell Rd MA, Westport, ME 04578
(207) 892-5504



CANOE/KAYAK KITS ROWING/SAILING BOATS

Cove & Bead Cedar Strips • Books • Plans



Info Kit / Study Plans
Package \$3⁰⁰

the **NEWFOUND**
WOODWORKS inc.

(603) 744-6872
fax (603) 744-6892

We Ship
Anywhere

RFD #2 Box 850 • Bristol, NH 03222
E-Mail: woodworks@cyberportal.net

Capt. Pete Culler's Plans

GEORGE B. KELLEY
20 LOOKOUT LANE
HYANNIS, MASS 02601
TEL. (508) 775-2679

One hundred and one traditional designs.
from a 9' pram to a 125' Tern schooner.
Send \$1 for price list.

SHOVELER

Spacious Flat-bottomed Pram Dinghy:
9'9"x4'8" for day-
sailing/camping/ten-
der/kids' boat. No
dagger or centre-
board, uses bilge keels
for windward per-
formance. Easiest
possible construction.
Free study plan from:



CONRAD NATZIO, The Old School,
Brundish Rd., Raveningham,
Norwich NR14 6NT, UK
Phone +44 1508 548675



It's Not Just Art, It's a Craft!

Unique Wood-Strip,
Performance, Sea Kayaks

**Kits, Plans &
Finished Boats**

Send \$2 for a catalog to:

Nick Schade
Guillemot Kayaks
Apt. M, 10 Ash Swamp Rd.
Glastonbury, Ct. 06033
ph: 860-659-8847

<http://www.guillemot-kayaks.com/>



SWAMP YANKEE BOATS

I specialize in building just one
boat with today's technologies. A
stitch & glue version of Rushton's
"Wee Lassie" double paddle canoe.
LOA = 11', Beam = 28", Weight =
25lbs. Plans available @ \$15.

Robert W. Sparks

36 Soundview Hts., Branford, CT 06405
(203) 488-5932

Free Catalog

Books, Art and Accessories
on the Sport of Rowing.



1-800-626-1535

P.O. Box 368, Elliot ME 03903

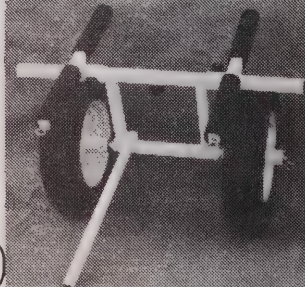
<http://www.rowonline.com/rowbooks/>

All Terrain Boat Dolly

- Try it free for 30 days
- 16" Balloon Tires
- Narrow Track
- Super Sturdy
- Guaranteed
- Packs Flat
- Built to Last

MC/Visa
\$149.95
Plus S&H

Call
for
Info **1-800-466-3131**



A & B Industries, Inc 9233 N. 12th Ave Phoenix, Az. 85021

Mountain Marine

Affordable Hollow Wooden Spars

Craig Wright - Richard Duke

860.491.9944

196 East Street North
Goshen, CT 06756

ENVIRONMENTALLY SOUND

SHIP-BOR WOOD PRESERVATIVE

EFFECTIVE - KILLS ROT!
COLORLESS - ODORLESS

NOW! RECOMMENDED BY

THE MANUFACTURER OF

**WEST
SYSTEM**

PRODUCTS

\$ 19.95 per / lb box + \$2.00 S & H

For Info Or To Order Contact

FIVE POINTS INC.

6864 SODUM RD.

LITTLE VALLEY, NY 14755

716-938-6315

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure half hard hand drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters: 1/16", 3/32", 1/8". 11 sizes: 3/4" to 1-3/8"

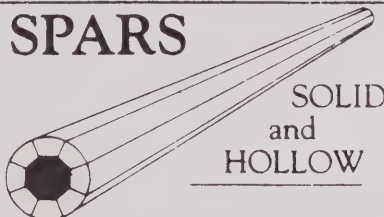
Send \$3 for Sample Packet & Info

STRAWBERRY BANKE, INC.

P.O.B. 300MB, Portsmouth, NH 03802

Supplies

SPARS



SOLID
and
HOLLOW

D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640

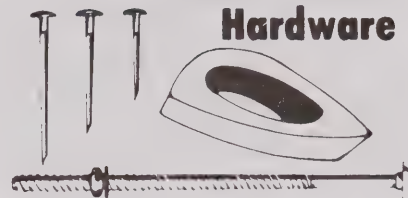
GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561

16 Limerock Street, Camden,
Maine 04843

Wood Canoe Hardware



CANOE HARDWARE: 1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available. NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.

PADDLES & OARS



Maine Craftsmanship at its finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
Box 213MB
ORONO, ME 04473
(207) 866-4867

CLASSIC BRONZE YACHT BLOCKS

MANUFACTURED TO MODERN ENGINEERING STANDARDS



Herreshoff bronze shell blocks reengineered for modern Delrin ball bearings, and authentically manufactured from original designs.

For information and price list call or write;

J. M REINECK & SON
9 WILLOW STREET, HULL, MA 02045-1121
617-925-3312



ORR'S ISLAND BOAT WORKS

Authorized Dealer

9-170hp Diesels

Full Parts Inventory

Expert Technical Assistance

RFD 1, Box 731, Rt. 24 (800) 339-6777

Orr's Island ME 04066 (207) 833-5852

E-mail: oibw@biddeford.com



- ♦ Marine Plywoods
- ♦ Western Red Cedar Canoe Strips
- ♦ Boat Lumber
- ♦ Canoe Gunwales, Seats, etc.
- ♦ Epoxies & Fasteners
- ♦ Boat Building & Repair Supplies
- ♦ Bear Mountain Canoe Plans

noahs

58 Fore Street,

Portland, Maine, 04101

Phone 207-775-4436 Fax 207-775-1551

E-Mail: noahs@Inforamp.net

Free Catalogue Available!

We ship anywhere!

OKOUME • SAPELE • TEAK

MARINE PLYWOOD

Hardwood Plywood
Hardwood Lumber

1 (800) 899-1664

We Ship Anywhere!



**MAINE COAST
LUMBER**

35 Birch Hill Road
York, ME 03909

- Specializing in aerodynamic designs for small craft -

- Gaff, gunter, lug, lateen, leg-o-mutton, sprit, square, etc.

- Tanbark, white, or Egyptian Dacron

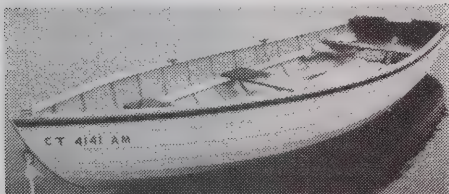


Stuart K. Hopkins
P.O. Box 235
Wicomico Ch., VA 22579
(804) 580-8723

Classified Marketplace

BOATS FOR SALE

Full Sea, Inc., a restoration group in Greenport, NY offers the following boats for sale, charter or stewardship: **23' Burgess Daysailer**, shoal draft KCB, '37, vy gd cond. \$2,500. **25' Cheoy Lee Frisco Flyer**, teak sloop, '61, nds some decking, otherwise gd. \$3,500. **32' Walsted Sloop**, KCB, '61, exc. \$20,000. **35' David Stevens Schooner**, '72, riveted pine on oak, Bluenose model hull in gd shape, nds engine, interior, masts. \$3,000. **35' Ohlson Yawl**, '62, vy gd. \$14,000. **39' S&S Luke Yawl**, '57. **Pearson 30**, '76, clean, exc cond, Atomic Four nds rblndg. \$12,000. **25' C&C Redline Sloop**, '71. \$3,500. FULL SEA INC., Greenport, NY, (516) 734-7409. (TF)



10'6" Lapstrake Rowing Dinghy, Seth Persson blt. Lauan ply bronze riveted over 1/2" oak stringers. Inside storage. Has had approx 10-15hrs useage, Meticulously maintained since '90 when officially launched & christened. All bronze hrdwre. Too many boats & am asking \$2,300 for this true classic. **12'5" Starcraft Sailboat**, requires one repair and tiller. Rudder, mast, boom & sails in exc cond. Too many boats. MICHAEL SHERWOOD, Bourne, MA, (508) 759-7796. (24)

10' Dyer Dink, '38 mahogany on oak compl w/ original sail & bronze hrdwre. A beautiful boat in natural mahogany finish. Boat, sail, hrdwre all in gd shape. \$950. SAM MESSINA, Ipswich, MA, (508) 356-7897. (24)

1960 Richardson Cruiser, 35', twin Chrysler Crowns, winterized, hull recaulked/painted, Props reconned, stuffing boxes repacked. Good teak/mahog. Fume alarm, auto bilge extinguisher. Nds interior work. Surveyed/appraised at \$8,000. Will launch in May, inspect bottom until then in Quincy, MA. Asking \$4,100 or trade for smaller boat (25') in similar style/condition. PETER BROWN, Quincy, MA, (617) 471-1078. (24)

Bolger Nymph, nicely blt, epoxy/glass, bright mahogany spar, partner, straddle seat, & rub rails. Stock oars. \$250 OBO. Partial delivery can be arranged. BOB DIANETTI, Stow, OH, (330) 945-7934, email: radcominc@msn.com (1)



Bristol 22, '76 in gd cond w/nrly new 7.5 Merc, new main & necessary equipment. A grt small cruiser, comfortable, designed to slp 5. Well maintained, ready to go. In dry dock in Mystic, CT. \$3,300. RICHARD RUDIS, Mansfield Ctr., CT, (860) 456-1335. (1)

CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to use of the necessary halftone. For return of photo following publication, include a self-addressed stamped envelope.

Non-subscribers and commercial businesses may purchase classified ads at \$.25 per word per issue. To assure accuracy, please type or print your ad copy clearly. Mail to *Boats*, 29 Burley St., Wenham, MA 01984. No telephone ads please.



19' Cornish Shrimper, '85. 2350 displ, 18"/3'6" draft. A robust heavy & light air gaff sailer that takes the ground w/impunity. Trlr incl. \$11,000. SCOTTY GILLIAM, Atlanta, GA, (404) 523-0615. (24)

12' Old Town Sportboat, '54 restored, wood/canvas, 4' beam, '63 6hp Evinrude & trlr. \$3,000. BROOKS ROBBINS, Hingham, MA, (617) 749-1312. (1P)

21' Sea Pearl, '93, exc cond, water ballast, leebds, galv trlr, cover, anchor, 3.5hp Nissan OB, cushions, teak trim, dark blue hull. Easy to rig, shoal draft, can be single handed or sail a crowd. \$4,900. Will deliver within reasonable distance. JOHN TRUSSELL, Columbia, SC, (803) 776-5822 (H) or (803) 737-0052 (W). (24)

19' Drascomb Lugger, exceptionally well maintained '79 English blt daysailer. Masts & sails in exc cond. Compl outfitted, all original. Honda 7.5 OB. Ready to sail. Boat not used more than 3 times/year and was meticulously cleaned. Garaged. \$3800 incl. trlr. THOMAS SHALLOW, Vienna, VA, (703) 876-0789. (24)

Too Many Canoes: 16'9" Blackhawk, "Waters Meet", ivory FG w/white ash & black walnut. \$1,200. **14'2" Blackhawk**, "Zephyr", green turquoise kevlar layup, white ash, black walnut. \$1,200. **11'8" Blackhawk**, "Shadow", green turquoise FG, white ash. \$800. **20' Old Town**, Guide, '34, w/canvas, spruce gunwales. \$500. TOM HELD, Racine, WI, (414) 634-1272. (TF)



19' Friendship Sloop, Aurora, green Fg hull ('75), 10hp Vetus IB diesel ('88), slps 2, 3-1/2' draft. refitted '88 w/FG deck overcv Airex core. Located @ Port Marinwe in Beverly, MA. \$5,000/BO. CAROL ROSE, Bevely, MA, (508) 922-4950. (24)

16' Bolger Windsprint, silicon bronze fastened, West System, decked. Can be rigged as leg 'o mut-ton sloop or balanced lug, sails new. On refurbished Holsclaw trlr. \$1,500. **21' Chesapeake Light Craft Tred Avon Double Sea Kayak**, FG deck & hull, Feathercraft rudder, Yakima footbraces, cockpit covers. Nds paint to complete. \$1,100. Consider trade of either for folding dble kayak. JERRY ANDERSON, Albuquerque, NM, (505) 844-3524 days, (505) 281-6975 eves. (24)

23' Compac, epoxy barrier coat, dark green Awlgrip hull, buff topside, new main & 150% genoa w/covers. New 6hp Evinrude, remodelled galley for cruising. Many extras. \$11,000. JOSEPH FEHRER, P.O. Box 68, Snow Hill, MD 21863, (410) 632-3746. (4)

17'6" Cape Cod Catboat, McPherson design, '57. Pretty, hard chine plywood. Vy gd cond, ready for Spring launch. Slps 2, fun wkndr. \$1,500 OBO. RICH & GAYLE JARVIS, Mattapoisett, MA, (508) 758-3095. (24)

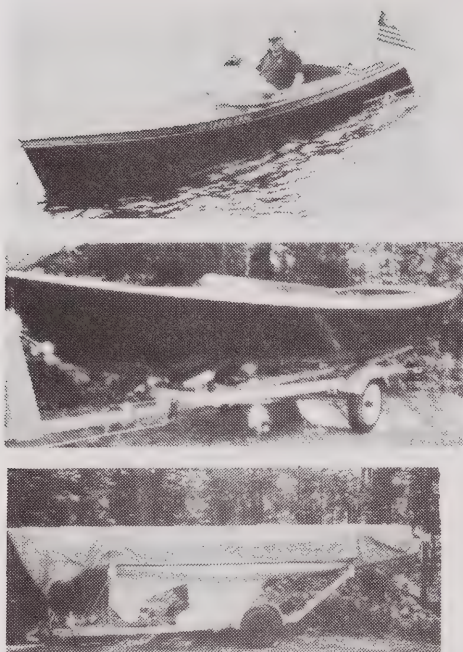
20' Rowley Skiff, from Winninghoff Boats w/85hp Johnson & trlr. \$3,500. **28' Winner Flybridge Cruiser**. \$7,500. DICK DUDEK, Waterford, CT, (860) 277-2858. (24)

10' Trinka Sailing Dinghy, '93, white FG hull, alum spars, sail in bag, lines, oars, bronze oarlocks, teak flrlds, center thwart, breasthook, quarter knees & transom reinforcement, bronze drain, SS towing eye, blue canvas boat cover, blue spar bag, trlr. Can be used as yacht tender or racing dinghy. In vy gd well cared for cond. Name *Seacat*. \$2,000. JOHN PALMER, Mansfield, PA, (717) 662-2229. (24)

10' Herreshoff Pram, cedar on oak, mahogany transom & thwarts, copper & bronze fastened. Tows & rows well. **9'3" Lawley Tender**, cedar on oak, mahogany transom, thwarts & sheer strake, copper & bronze fastened. Tows & rows well. \$1,200 OBO. GEORGE OVERBAUGH, 69 S. Stonybrook Dr., Marlborough, CT 06447, (203) 295-0693. (24)

21' Dovekie, Hull #80, upgraded. alum mast/sprit, E&D Trailer, E&D motor mount, 5hp Nissan FNR & remote tank, many accessories. Sail, row or motor, great all around boat. \$5,600. JOHN SUNTERLAND, Mt. Laurel, NJ, (609) 234-7270 (H), (609) 423-0301 (W). (24)

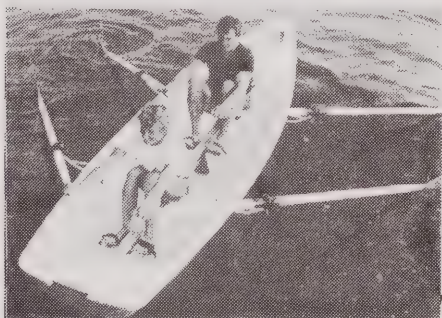
14' Precision Sailboat, compl w/sail & jib. \$1,350. FERNALD'S, Rt. 1A, Newbury, MA 01951. (24)



18' Electric Launch, 6.2kts top speed, 5.8kts cruise. 24v. Epoxy over mahogany w/bent oak coaming & trim. Green Sunbrella upholstery, black urethane hull. Decks & interior varnished. W/new galv trlr. Sell for cost to build. \$4,300. **Interlake Sailboat**, metal CB & rudder, FG hull w/freshly sprayed dark green urethane. Alum mast & boom, sails, trlr w/ new lights, tires, wheels & bearings. Asking \$850. **Star Class Sailboat**, all FG, white, Sparteck mast & boom, North sails, Harken hrdwre, Spontech trlr w/storage box. Nds nothing. Think of it as a conversion to a great daysailer cheap. Asking \$1,100. RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (24)

10' Cape Dory Sailboat, vy well maintained, orginal hrdwre & sails, oars, trlr w/new tires. \$1,200. PAUL SKALKA, Ewing, NJ, (609) 771-1775. (24)

17' Whitehall (the one in *The Yachtsman's Cookbook*), bronze fittings, brass edged strakes, garboard drain, 2 prs sweeps, anchor & cover. Exc cond, recently bottomed. \$1,200. Transport can be arranged. RALPH TOWNLEY, Marion, MA, (508) 748-2251. (24)



14.5' Single/Double Sculling Skiff, custom blt '93 Laser Skiff. Hand-laid FG/foam core, 112lbs w/removable sculling unit, 2 sliding seats, 2 foot stretchers & sculling outrigger sets. All SS fittings. Exc cond, a joy to row single or double. Grt for car topping, sets up instantly. Fast & stable for open water rowing. 550lb capacity. \$2,300. TOM KURAS, Exeter, NH, (603) 772-5477. (1)

Chris Craft Sea Skiff, wood lapstrake, abt 30'. Hull sound, twin rudders & props believed OK, superstructure damaged. No power. Older boat. \$400. Located Brewster, Cape Cod, MA. BILL GROVER, FL, (941) 475-4596, DOUG, Brewster, MA, (508) 255-4411. (24)

16-1/2' Wianno Junior Sloop, blt '52, restored '95-'96. One of six left sailing. One-design ('21) knockabout sloop designed & blt by Crosby Yacht Building & Storage Co., Osterville, MA. Hull is mahogany carvel planked on oak frames. Original marconi and later racing rigs (2) w/ accompanying full suits of sails. New CB trunk, skeg, rudder, floor timbers, cockpit floorbds, deck canvas and deck hrdwre, boom tent/cockpit cover. Galv trlr. Overall condof this beautiful boat is exc. \$7,500 OBO. **24' Bristol Corsair FG Sloop**, 1968. Classic design. Johnson 9.9 OB, 4 sails in gd cond, fully equipped. Gd cond. \$3,000 firm. **16' Delta Milo-Craft Runabout**, '58. Extremely rare, 1 of 3 known to exist. Cold molded mahogany hull w/original leatherette dashboard & trim, original 50hp Mercury OB, original Holsclaw trlr, vintage skis, canvas cover, various vintage burgees. Never been in salt water & is in absolutely mint cond. Recent appraisal available. \$7,500 OBO. **21' Atkin Double-Ended Sloop**, '81. Traditional design, full keel, gaff rigged w/4 sail inventory. Mahogany strip planked on white oak frames, longleaf yellow pine keel, sheathed in Xynole polyester. Incl 8hp Evinrude Yachtwin, Force 10 cabin heater, full galley, 2 bunks, gimballed brass lamps, bronze hrdwre. Solidly built & in exc cond. \$6,500 OBO.

22' F.L. Tripp "Compleat Angler", '83. IB 230hp, 305ci V-8 gasoline engine, Borg Warner Velvet Drive transmission. Bronze drive shaft, strut, rudder and 3-blade prop. Total engine running time >500 hours. Dual steering controls, fwd wheel & amidship w/ rear tiller. Incl bimini, VHF-FM radio, other misc gear. Recent appraisal available, 1 owner boat, professionally maintained. Exc cond throughout. \$15,900 OBO.

TOM KLIN, Essex, CT, (860) 767-8954. (24)



Classy 1945 Century Runabout, 19' looking for special someone(s) to share a great ride; you choose moonlit cruise or frisky run through morning mist. In gd running cond w/283 Chrysler V-8 engine, dbl cockpit, mahogany deck. 1 owner on Adirondack Lake for past 40 yrs, now nds new loving, committed relationship. \$7,000OBO. K. BEARD, Kingston, NY, (914) 338-3583. (24)

Lightning, blt '81, cedar over oak, finished bright, epoxy sealed, wooden spars, seat cushions, always stored inside, trailer. A beautiful & stiff boat. \$5,500. LAWRENCE FRANK, Middletown, RI, (401) 849-0014. (24)

Sampan, 11'6" compl but nds finishing. \$500 OBO. PAUL SCHWARTZ, Beverly, MA, (508) 922-7244 6-8pm only. (24)



Classic '70 Whitby-Alberg 30-3, full keel blue water cruiser.

Solid, yard maintained. Approx \$13,000 in recent upgrades incl 18hp Universl diesel w/193hrs. Roller furling, radar, knotmeter, VHF, 6 sails incl spinnaker & pole. EXTRAS. STEVE MC MCMULLIN, West Cove Boatyard, Sorrento, ME, (207) 422-3137. (24)

18' Victoria Sailboat, traditional lines, teak trim, cuddy cabin w/screened opening ports. Slps 2. Galv trlr. \$3,000.

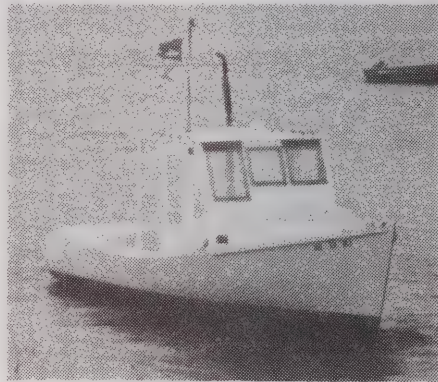
KEITH BELL, Kent, OH, (330) 677-0269. (24)

Alden Single Ocean Shell, w/Oarmaster & Piantadosi 9'9" sculls (oars), all in nice cond. **Exercise Machine**, using Oarmaster unit also available.

LENNY LIPTON, Bethel, CT, (203) 778-3745. (24)

14' Lapstrake Runabout, '58 w/35hp Johnson Sea Horse elect start OB, Tee-Nee trlr. Mahogany deck, solid tight boat. Engine runs well. \$2,800.

DICK GYSAN, Oak Ridge, NC, (910) 643-0608. (1)



24' Lobster Boat, blt '71 in ME. Has 250cid 6 cyl gas engine, new shaft/coupling '96, new cabin & recaulked '90. VHF/DF, 300lb mushroom, chain, pennant & ball incl. Located Essex, MA.

KEN FOUBERT, Ipswich, MA, (508) 356-0941. (2P)

16' Custom Craft Runabout, '62, features headlights, tail fins, '56 Packard tail lights, exhaust ports in rear. Unique '60's style. Rare! 1st \$250.

16' Tailfins Runabout, '62, Custom Craft FG/OB, features headlights, tailfins, '56 Packard tail lights, rear exhaust ports. Vy rare. 1st \$200. **12' Penn Yan Cartopper**, '57, cedar strip, canvas covered. Vy solid orig cartopper w/rudder for sail rig. Nds canvas. Rare! \$500.

BOB O'NEILL, Bricktown, NJ, (908) 477-1107. (1)

Folbot Greenland II, folding dble sea kayak; 17' long, 34" beam, 16" deep w/all accessories & Balogh Batwing Sail System. All in exc cond. Used 10 times, \$2,750 invested. Will accept \$1,200 for boat alone, will consider selling boat and sail rig for \$1,850. JACK KUSZAJ, Norton, MA, (508) 285-8218 days, (508) 285-7614 eves. (1)

16' Swampscott Dory, by Roger Crawford. Sailing model, FG, beautiful, never wet. \$3,500. PHIL WOOTEN, Martinsburg, WV, (304) 264-0845. (1)



25' Van Dine Tancook Whaler, '74, w/trlr. 8hp Evinrude in well. \$6,700. Located in central MA. HENRY KOHN, JR., Hardwick, MA, (413) 967-7391. (1)



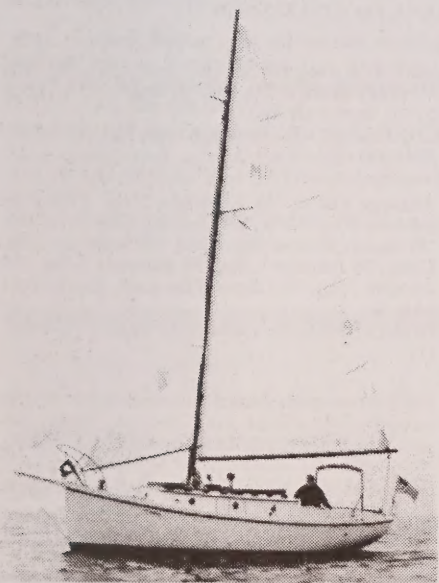
23' Kenner Kitti Wake, '71 classic Alberg full keel sloop lovingly restored. '92 6hp Johnson, VHF, m/jg, new lines, new paint, lazy jacks, lifelines, bow pulpit, new wiring, exc sailing boat. \$3,900 negotiable. GARRY CERRONE, Baltimore, MD, (410) 448-4091, email: gcerrone@umd5.umd.edu (1)

19' Gloucester FG CB Sloop, vy shallow draft Extra lg cockpit, small cabin, slps 2, porta potty (never used), sail cover, compass. 4 sails, 1 never used, rest exc. Galv trlr. Everything exc, boat has hardly been used. \$3,600. **'93 Peep Hen**, tanbark sail, sail cover, bimini top, tiller cover, cockpit cushions, galv trlr, new tires. Boat exc, nds nothing, sail away. \$3,600. JOE WISEMAN, Virginia Beach, VA, (757) 420-3427. (1)

Tortoise Punt, Phil Bolger design, 5'6"x 3'2", the least expensive way to get to your mooring. Practical, light weight. One sailing version available, see photo in 9/15/96 issue. **Maine Coast Fishermans Skiff**, by Dynamite Payson, 12'x 4'2", a traditional skiff for those who like a "pointed" skiff. See photo 3/1/96 issue. Contact for details & prices. HANS WAECKER, Cliff Island, ME 04019-0006, (207) 766-2684, Fax (207) 766-5972. (1)

15' Atwood Traveler, Tom Hill-designed glued lapstrake double-paddle solo canoe. Ocoume/West System, black cherry trim. Blt '95, exc cond. \$975. **16' Wood/Canvas Canoe**, unique, probably homeblt. Planking entirely fastened w/bronze screws. \$75. DAN MILLER, Madison, WI, (608) 223-0361, email: dmiller@gcg.com (1)

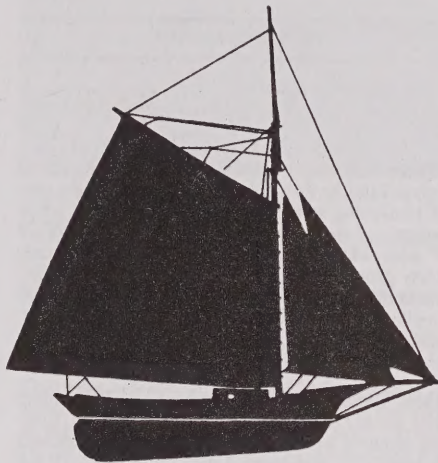
21' Lyman, '62 IB runabout. Hull #Y1223, 138hp Gray Marine #S6424. All orig equipment. Nice boat. \$2,500. CHRIS GORDON, Hampton Falls, NH, (603) 778-3047. (1)



Mystic Island Cutter #9, '49, 27' LOD. Compl restored '95. New sails, new 18hp Yanmar diesel. Slps 4. Incl marine radio, loran, Skipper stove, ice box, etc. Located in ME. HENRY KOHN, Hardwick, MA, (413) 967-7391. (1)

18' Thistle, Orange Shock blt, 2 sets sails, alum mast, hull & boards filled and faired, wood serviceable but nds work, rblt trlr w/new wheels & bearings.

BOB ZWISSLER, Manhattan Beach, CA, (310) 545-7338. (1)



22' Friendship Sloop Classic, Passamaquoddy blt '68, cedar on oak. Friendship Sloop Society registered #215. \$5,750 incl lg inventory. If you like classics you'll love this one. Compl specs & photos available on request. If you're interested about owning a Friendship let's talk.

DAVID COLINAN, Lincoln, RI, (401) 331-3358 ext.735 days, (401) 725-5640 eves, email: DAVID_COLINAN@NESTOR-PC.CCMAIL.COMPUSERVE.COM (1)

16'6" WeNoNah Advantage Solo Canoe, kevlar/foam core, 33lbs, black anodized gunwales. Sleek, fast, new cond. \$1,350 new, \$950 like new.

MIKE RUSSELL, Norfolk, VA, (757) 423-0387. (1)

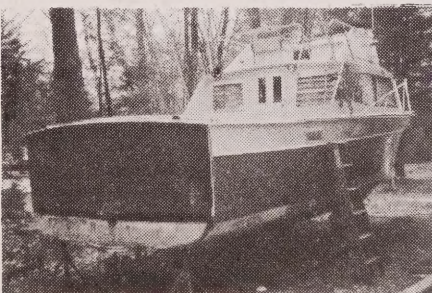
16' Rushton Indian Girl, \$400. **18' Old Town OTCA**, \$300. **16' O.T. Sponson**, \$275. **16' Kennebec Joy Boy**, \$275. **17' O.T. sponson**, \$175. All nd work. **13' Decked Sailing Dory**, \$1,000. **13' Penn Yan OB**, \$750. **New 16' Torpedo Canoe**, to be finished.

KEVIN MARTIN, Epping, NH, (603) 679-5153. (24P)

12' Porta-Bote, w/Bimini & dolly wheels. \$700 OBO. GEORGE SWANSON, Portland, CT, (860) 342-2334. (1)

8' FG Boston Whaler Type Dinghy, for small OB. \$300. HERMAN DE BOER, Key West, FL, (305) 296-0846. (1)

Antique Whitehall Rowboat, '06, mint cond. 4 oarlocks w/oars, trlr. Located Higgins Lake, MI. \$2,500. JAMES VARY SR., Wheaton, IL, (630) 462-0523. (24P)



31' Pacemaker, '66 w/'83 V8. \$6,600. ED CASS, 122 Stacey Ln., Eliot, ME 03903 (207) 748-0929. (1)



27' Sharpie Ketch, plywood topsides, crossplanked bottom, CB, blt mid-'70's. 7.5hp Evinrude '86. No trlr. Located Martha's Vineyard. \$3,200, offers considered.

MARSTON CLOUGH, PO Box 190, Southboro, MA 01772. (1)

Carver Santiago 2767, '89, 27'LOA, 10' Beam, 2'8" Draft. Flybridge sedan lk new w/only 150 hrs on each of twin Mercruisers. Looks gd, runs grt, comes equipped. \$38,000.

RICHARD RUDIS, Mansfield Ctr., CT, (860) 456-1335. (1)

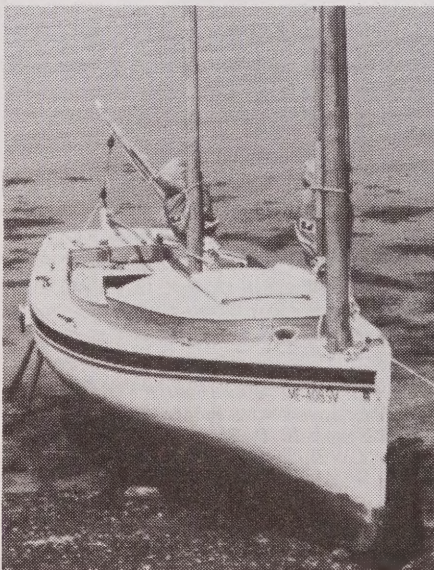
16' Melges M/C Racing Scow, '76, hell bent for leather racing machine, gd cond. Incl fair galv trlr. Buy this & keep yr kids off the street. \$650 OBO. FRED BENNETT, Harrisburg, PA, (717) 599-7827. (1)

16' Wayfarer Daysailer, FG, custom blt '90. Like new cond. Equipment incl mainsail, genoa, roller furling, boom tent, motor mount, anchor w/rode, boat pump, seat cushions, many other extras. 2yr old galv trlr w/tongue wheel & bearing buddies. \$4,250.

MAX HENKE, 33 Merrymeeting Dr., Topsham, ME 04086. (24)

Klepper Aerius II, 17' dble folding sea kayak in gd cond w/paddles, spray skirt, float bags & full sail rig. \$2,300.

DAVE PAYSON, Keene, NH, (603) 358-3106. (24)

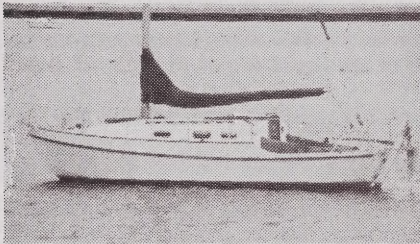


23' Casco Bay Hampton, charming camp cruiser. Lug-rigged cat ketch, lines from Chapelle's American Small Sailing Craft. Launched '84. Pine strip planks on white oak frames, 1200lbs interior lead ballast. Incl 6' cedar lapstrake pram, 2hp Johnson, Bohndell sails, oars, 3 anchors, etc. Asking \$6,000. STEPHEN FLORIMBI, 23 Jones Hill Rd, Appleton, ME 04862. (207) 785-2712, email: watershd@midcoast.com (1)



11' Skiff, finely blt & finished. Cedar, mahogany, oak, bronze. Ideal tender for classic boat. Nd rm, sacrifice. \$600. (1)
BILL GREENOUGH, Berlin, CT, (860) 828-0425.

13-1/2' Jim Steele Peapod, sprit sail, cedar, copper riveted, gunwale guard, Calkins trlr. \$3,350. **4hp Evinrude**, '93, long shaft Yacht Twin, low hours. \$650. Sell as package or separately. (1)
JOHN GRUEN, N. Berwick, ME, (207) 324-5489.



31' Golden Hind, Maurice Griffiths design, multi-chine, FG over ply. 9' beam, 4'6" draft (bilge keels), Lister diesel, Aries windvane. Extensively equipped, solid, sailaway cond. Asking \$16,900.
ROBERT CLARE, Milwaukee, WI, (414) 228-7802. (1)

BOATS WANTED

18'-20'-22' Drascombe Lugger, on west coast.
MIKE FALVEY, Box 264, Gustavus, AK 99826, (907) 697-2267. (1)

Beetle Cat, prefer one that nds work.
ED VAUGHN, 518 Parklane Dr., Utica, NY 13502, (315) 797-8569. (24)

FG Folbot Dble Kayak, or other vy high volume dble kayak.
DICK DUDEK, Waterford, CT, (860) 277-2858. (24)

DN Ice Boat.
ART DILLON, P.O. Box 1125, Quechee, VT 05059, (802) 295-5197, e-mail: Arthur_Dillon@valley.net

SAILS & RIGGING FOR SALE

Gaff Mainsail, 235sf, 18' foot, 13' luff, 13' head, 21' leech, 20' clew to throat. \$140 plus shipping.
RICK RAMSEY, Ft. Wayne, IN, (219) 747-2437. (1)

Sprit Sail Rig, 12' spruce mast, 8'6" spruce boom, 75sf dacron sail. Also rudder w/hrdwre, dagger board & trunk. All for \$100 OBO.
BILL COWELL, Carpenteria, CA, (805) 684-5900. (1)

Misc Sails & Rigging: New Shaffer roller furling drum \$20. New & used small boat sails \$25-\$75, can be altered. Alum mast suitable for small boat project \$50.
RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (24)

Balogh Kayak or Decked Canoe Sail Rig, 2 full battened "Batwings", 18sf & 24sf, 2 masts, leeboard w/ mast step & deck bracket. \$300.
MIKE LEINER, P.O. Box 687, Cedar Key, FL 32625, (352) 543-5307, (352) 543-5657. (1)

38

SALES & RIGGING WANTED

Aluminum Spar, 28' or longer (can be mast or boom). Desperately needed for catboat restoration.
CAL PERKINS, Box 97, Mattapoisett, MA 02739, (508) 758-4740. (24)

GEAR FOR SALE

150lb Mushroom, \$100.
DICK DUDEK, Waterford, CT, (860) 277-2858. (24)

White Poly tarp Sail Kits, bld yr own rugged polysail in less than a day for a fraction of the cost of traditional sails. Incl heavy weave pure white polytarp (4 sizes from 10'x20' to 20'x30'), 108" of 3" wide white industrial vinyl tape (colors extra); brass grommet kit; utility knife; 100' poly rope; marker; and directions, 10'x20' kit can make two smaller sails for only \$49.50 + S&H. Grt performance. DAVE GRAY, 7404 Madden Drive, Fishers, IN 46038, (317) 842-8106. (1P)

Tools: Bench saw \$50. Bandsaw \$150. Belt sander \$50. Router & accessories \$75. Planer \$225. Electric grinding wetstone \$75. Bench w/vise & grinder & hone \$75. Stationary 2 disc sander \$50. HULP sprayer \$120. Makita palm planer w/extra blade & case \$100. New buffer \$25. Drafting board w/T-square & much drawing equipment \$50. Many wood working hand tools. Benches. Antique 100yr old cabinet maker's bench, some antique tools.
RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (24)

Misc Marine Gear: SS bailer, new \$10. Real mahogany spoked wheel \$40. 14x15x1 Michigan 3 blade bronze prop, new \$40. 13x11x7/8 bronze 3 blade prop \$20. Approx 200bf white cedar #1 plank-ing stock \$150. Molds & lofting for 9-1/2' sailing dinghy \$75. 1 qt Interthane 2 part white paint \$15. 1 quart Interthane 2 part beige \$15. 1 gal 2316N Interlux solvent \$15. 1 gal stripper \$10. 1 gal Cuprinol #10 preservative \$10. New teak combo galley rack, silverware, mugs, dishes, knives \$25. Lots of small boat stuff, anchors, fasteners, hrdwre. Everything going, moving onto my boat to cruise.
RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (24)

Seagull OB's, '90 4hp, 1 hr run time. \$700. '82 5hp LS, charger, fnr. \$500. New recoil starter kits. \$99. Tiller handle extensions. \$20.
JODY KAPLAN, Smithtown, NY, (516) 724-6506. (24)

Custom Canvas Bags. Call for brochure. Monogramming available.
CLARK CANVAS CO., Cataumet, MA, (508) 563-5208. (5P)

6hp Mariner Longshaft OB, new '95. Less than 6hrs running time. \$800.
BOB SILVIUS, Freeport, ME, (207) 865-3947. (1)

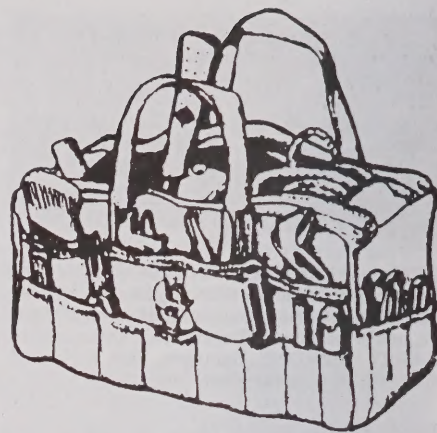
There is nothing— absolutely nothing—

half so much worth doing



as simply meaning about in boats.

T-SHIRTS featuring illustration & quotation from *The Wind in the Willows*. Heavyweight 100% cotton, natural color. Short sleeve \$15.50. Long sleeve \$21.00. 50/50 gray sweatshirt \$25.50. M,L,XL. Shipping \$3.50.
DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)



NEW! WorkBoat Rigger's Bag. Classic design, heavy weight non-marring canvas. Sturdy triple bottom, 30 outside storage pockets, open center for tools. Web handles, embroidered WorkBoat logo, 18L x 10H x 6.5"W. Made in USA. Only \$36. Mention *Messing About in Boats* & S&H is \$4.50. Order toll free 1.800.985.4421, Fax 207.985.4421 or write: WATERMARK, Box 1037, Kennebunk, ME 04043 USA. (Color catalog of rowing apparel, accessories, posters, etc. \$2. Free with your order). (TFP)

'58 Chris-Craft Model MCL, w/transmission. C-C #302310. Hercules #JXDL MCL 1785216. As is, ran in boat. \$1,250 OBO. **'60 Palmer I.H. 308**, 6 cyl., w/Paragon 2:1 hydraulic transmission. Engine #BD308/192456. Compl rbltd professionally. FWC, low hrs since rbltd. Also 2nd Palmer I.H.308 for parts, or overhaul compl w/1:1 Paragon mechanical transmission. Both engines for \$2,450 OBO. 2 '59 35hp Johnson OB's, Model RDSL-21B, electric start, long shaft. S/N's 1968515 & 1970089. Service, parts & owner's manuals available. \$600 OBO.
RICHARD GARNJOST, 3317 Allen St., Easton, PA 18045-5601, (610) 258-4223. (1)

24" SS Destroyer Type Steer-Wheel, w/12" center ring; hub = 3/4" bore. \$60 (new). **SS Sailboat Bow Rail**, w/6 free standing stanchions, clad SS cable + all fittings. \$150 (used). All above + shipping.
WALTER SAUERS, JR., Millville, NJ, (609) 825-4043, Fax (609) 825-6216. (1)

Galv Trlr, dual axle, electric winch. \$1,500. **5hp Mercury Mark 5 OB**, late '40s/early '50s. Green cover, short shaft. BO.
CHRIS GORDON, Hampton Falls, NH, (603) 778-3047. (1)

Antique OB's: '54 Evinrude 25hp, \$100. '56 Johnson 10hp, \$200. '69 Chrysler 35hp as is, \$50. '39 Bendix Eclipse 2hp, \$200. '37 Johnson 9.3hp, \$200. '36 Johnson 1.7hp, '59 Evinrude 5.5hp, '57 Johnson 35hp. 50 Others. Plus parts, remote controls, etc.
BOB O'NEILL, Bricktown, NJ, (908) 4777-1107. (1)

8-1/2' Oars, pair w/sewn leathers & 2-1/4" bronze oarlocks, 1/2" shanks. From Shaw & Tenney. Superb white spruce, well varnished. Cost me \$250. Make offer.
IRVING SHELDON, P.O. Box 52, Saundertown, RI 02874. (1)

GEAR WANTED

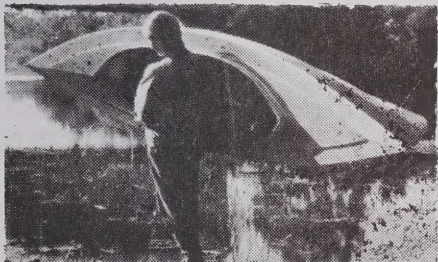
2 Blade Propellor, 16"(D)x 10" or 11"(P) LH Also **90mm Piston**, for Coventry Victor WD3 or AD3, or parts engine.
DOUGLAS F. BROWN, Calais, ME, (506) 529-4230. (1)

BOOKS & PLANS FOR SALE

Outboard Skippers, improve your skills & discover the tremendous possibilities of boats under 20' in length. *The Outboard Boater's Handbook* covers all aspects of these amazing boats. Edited by Dave Getchell, Sr., founding editor of the *Small Boat Journal*. Send \$21.50 incl S&H.

D.R. GETCHELL, SR., 56 Pease Town Rd., Appleton, ME 04862-6455. (TF)

Tom McGrath's Short Tales, boxful found during recent cross country move. Readers of Tom's bygone series of adventures with his Townie and the *Damn Foole* in this magazine interested in purchasing one of these amusingly illustrated 8-1/2"x 11" bound books, may do so by sending check for \$12 payable to the undersigned (Tom's daughter). Proceeds will help fund Tom's next adventure at sea. ERIN RUOCCO, 5066 W. Kingbird St., Tucson, AZ 85742. (TF)



Building Plans: "Fiddlehead", 10-1/2' decked canoe. \$39. **Thistle**, 12' fin powered pedal boat. \$50. Traditional constr, full sized patterns, extensive bldg manuals. Send for details

H. BRYAN BOATBUILDING, RR4, St. George, NB E0G 2Y0, Canada. (97P)

Out Your Backdoor #8, is finallyn out with the boatiest bunch of boating (many from *MAIB*), biking, skiing, exercising, fishing, tree planting, poetic, & other unbestseller tales. 64 stunning pages, legible layouts. "I just discovered *OYB*. Where have I been?" Living in a cave? \$8 for 4 issue sub. *OYB*, 4686 Meridian Rd. Williamston, MI 48895. (TF)

Half Price Sale, approx 75 nautical books & tapes, all in as new cond.

RON SILLIMAN, P.O. Box 1516, New London, NH 03257, (603) 526-9363. (24)

Rare Nautical Books, used and/or out of print. Send for free list. Search service.

JUST BOOKS, RR2 Box 214, Mt. Vernon, MO 65712, (417) 466-4282. (1P)

From My Old Boat Shop, Weston Farmer's great book republished with added Farmer material. \$49.95 +\$3 S&H, or send SASE for descriptive bulletin.

WESTON FARMER ASSOCIATES, 18972 Azure Rd., Wayzata, MN 55391. (TF)



BOAT PLANS - PATTERNS - KITS - Unsurpassed selection - 7' to 55' - A variety of rowing boats including the 12' Stitch-N-Glue "FIFE" shown above - Sea kayaks - Dories - Dinghies - Daysailers - Motorsailers - Powerboats - Fishing boats - More. **176-page DESIGN BOOK - \$5.00** (Sent Airmail) - Includes FREE "Supplies Catalog". Epoxy Manual \$2.00. "How to Fiberglass" Video \$32.95.

GLEN-L, Box 1804/MA7, 9152 Rosecrans, Bellflower, CA 90707-1804. MC/VISA 310/630 6258, fax 310/630 6380, email: boatkit@aol.com (TF97)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.

NANCY ASHENFELTER, 3915 "N" Ave., Anacortes, WA 98221. (TF)



Dory Plans, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet.

DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858. (TF)

\$200 Sailboat, 15'6"x4'6". Plans w/compl directions, \$20. Info SASE.

DAVE CARNELL, 322 Pages Creek Dr., Wilmington, NC 28405. (TF)

Canoeing Journals of James S. Cawley, 1915-1919. Available in paperback. Daily writings of canoeing & camping on various adventure cruises. Written by co-author (with wife) of *Exploring the Little Rivers of New Jersey*, these journals were re-discovered & are now published for the 1st time. \$10 postpaid.

NANCY C. JEROME, 160 Godfrey Rd., E. Thetford, VT 05043. (TF)

The Wee Lassie, a quarterly newsletter devoted to the open double paddle canoe. 8 yrs of publication. \$5 for 1 yr trial subscription.

MAC Mc CARTHY, 1705 Andrea Pl., Sarasota, FL 34235. (TF)

Free Catalog, of 25 easy to build plywood canoes, kayaks, dinghies & punts for power, sail, paddle & oar.

PHIL GREEN, 2 Keeps Cottages, Berry Pomeroy, Totnes, Devon TQ9 6LH, England. (8P)

Voyages of the Damn Foole, Tom McGrath's first "officially" published book will be on sale in book stores and gift shops that carry International Marine/Ragged Mountain Press books, by St. Patrick's Day, "if the luck of the Irish is with us", reports Tom's #1 fan and landlubbing daughter Erin. Inquiries for ordering of *Voyages of the Damn Foole* should be addressed to the following:

MC GRAW HILL, Inc., Customer Service Dept., P.O. Box 547, Blacklick, OH 43004. Retail customers may call 1-800-262-4729; bookstores may call 1-800-233-4726. (TF)

Westerly Breezes, a different messabout for foggy days! Read the humor, joys of building, sailing. 20 pages of entertaining, relaxing verse, doldrum antidote or neat gift. \$4 postpaid.

W.F. SARGENT, 636 N. River Rd., Auburn, ME 04210-9472. (TF)

"Sleeper", 7'10" car toppable sailing cruiser. Slps 2 below deck. Plans \$37, info \$3.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (97P)

Wooden Boat Magazine & Small Boat Journal. Compl sets from 1st issue, exc to mint cond. W/ index. Offers.

ROGER SHERMAN, 176 Vernon Dr., Pittsburgh, PA 15228, (412) 563-3875. (1)

Nautical Quarterly, Issues #41-42-43-44-45-46-47-48-49-50. New in orig shipping boxes. \$15 ea.

WALTER SAUERS JR., Millville, NJ, (609) 825-4043, Fax (609) 825-6216. (1)

BOOKS & PLANS WANTED

Old Town Canoe Catalogs.

LEROY SAYERS, P.O. Box 386, Smyrna, DE 19977, (302) 653-9487 or (302) 653-2628. (7P)

MARINE RELATED ITEMS FOR SALE

Seeking Master's Position, former captain of 4 yrs service on 122 ton square rigged 17th century replica of Henry Hudson's *Halve Maen* (*Half Moon*) seeks position as Master, full or part time on power or sail on the eastern seaboard. Over 50,000 miles of trouble-free experience during the last 10 yrs on the Atlantic Ocean, Bahamas, St. Lawrence Seaway, Nova Scotia & Great Lakes. Will consider position as Mate or assistant to Mate on any vessel over 100 tons.

BILL KIRK, Captain's Delivery Service, 19 Argyle Pl., N. Arlington, NJ 07031, (201) 991-6894, fax (201) 460-0011. (TF)

Summer Rental, house on Swans Island, Maine, nr Acadia National Park. 3br, bath, kitchen. View of harbor, hiking on ppty, & many other places on island. Fresh water swimming in nearby quarry, grocery store on isl. Two sand beaches, launching sites for small boats. Access to island by ferry 6 times daily. \$575/wk, Sat-Sat.

IVER LOFVING, After April 10, Box. 366, Swans Is. Me., 04685 (207)526-4121, or (207)773-9505. (TF)

100' Waterfront, on Connecticut River in Portland, CT. 2-1/2 acres land w/small Cape. Land zoned for marine related activities, house can be lived in. Asking \$110,000.

DICK DUDEK, Waterford, CT, (860) 277-2858. (24)

Maine Family Summer Place, for rent: 7 br, 2 baths, dining for 20, barn, 113 acres w/private beaches (salt and fresh water) in Sargentville, ME. It's heaven for kids. Anchorage nearby. Acadia National Park 1 hour. \$1,500/wk w/2 wk min.; longer rates available.

CHRIS BOYS, RI, (401) 725-3414. (1)



Charter Pleiades, 35' classic sailing yacht. Cruising for 4 on this beautiful vessel. \$1,100 weekly bareboat. Penobscot Bay, ME.

GEORGE EVANS, P.O. 19, Islesboro, ME 04848, (207) 734-6641 eves. (9P)

HULL COUPLING SYSTEMS

- Join any 2 or more canoes. *No mods. No tools.* Tip-proof, stable.
- Easier paddling. Safer motoring or sailing. *Stand up anytime!*
- Ideal for photography, fishing, swimming, camping expeditions.
- Join-up or separate in a few seconds as hulls float 2 feet apart.

CANOE PORTAGE WHEELS

- Easy-roll 16" wheels. *No straps. No axle. Nothing under canoe.*
- Uses same hull bracket as our coupling system. No interference.
- Bracket clamps only to gunwales. Can't slip, dent, or chafe hull.
- Lift only 1/3 of canoe's weight to place wheel units on bracket.
- Launch and land on wheels. *Invert canoe on wheels as shelter!*

Call: (617)544-0105 or 1-800-309-0105

711 First Parish Road

Scituate, MA 02066-3123

CataCanoe Inc.



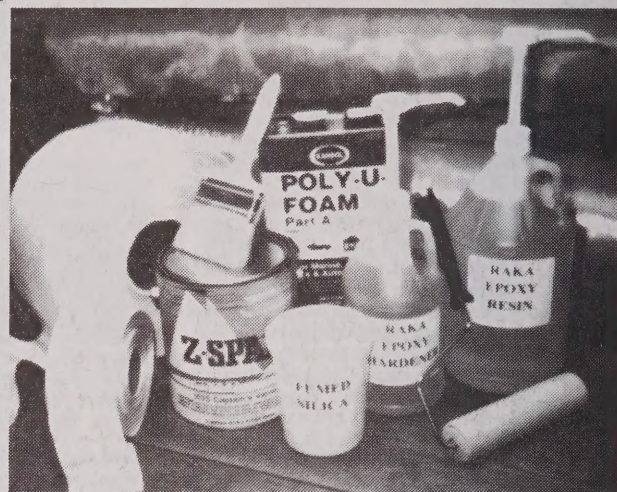
Solid Spruce - Ash Oars from 5' to 16'

Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"

FREE **WATER POWER PRODUCTS** BROCHURE

RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0

PH: (902) 688-2351



RAKA EPOXY & FIBERGLASS

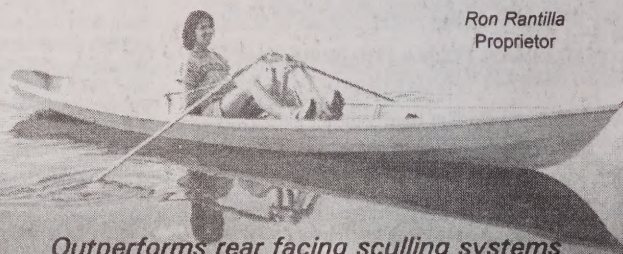
We have several types of epoxy resins with different mix ratios for coating, gluing and composite construction. Our large fiberglass inventory includes many weights of standard woven materials as well as a good selection of biaxials and triaxials. Carbon and kevlar fabrics are also available. We offer the lowest prices and same day U.P.S. shipping. Our normal store hours are from 9am to 5pm Monday to Friday, but calls are welcome seven days a week until 10pm. Write or call us or see our internet site for complete info and prices. Ph. 561-364-8086. <http://www.magg.net/~raka-inc/>

**RAKA MARINE, 2755 S.U.S. HWY. 1
BOYNTON BEACH, FL. 33435**

Forward Facing Rowing for Fitness and Pleasure

Aquamotion Systems 30 Cutler Street, Dept. MB
Warren, RI 02885 Phone 401-247-1482

Ron Rantilla
Proprietor



Outperforms rear facing sculling systems

POSTMASTER: ADDRESS CORRECTION REQUESTED XIV-24

**BULK RATE
U.S. POSTAGE PAID
PLATTSBURGH, NY 12901
PERMIT #148**

**messing
about in
BOATS**

29 BURLEY ST., WENHAM, MA 01984-1943

*****ALL FOR ADC
S1 P3

PHILLIPS LIBRARY
PEABODY ESSEX MUSEUM
EAST INDIA SQUARE
SALEM MA 01970

